



## PUB 120 (Continued)

- d. 37°54'36"N, 124°34'12"E.

**Area R-132.**—An area bound by the following points:

- a. 37°57'00"N, 124°41'00"E.
- b. 37°57'00"N, 124°44'00"E.
- c. 37°45'00"N, 124°50'00"E.
- d. 37°45'00"N, 124°47'00"E.

**Area R-133.**—An area, 2 miles in radius, centered on position 37°22'20"N, 126°11'35"E.

## 3. Air Force Controlled Areas:

**Area R-74.**—An area bound by the following points:

- a. 36°52'N, 130°00'E.
- b. 36°50'N, 130°13'E.
- c. 36°44'N, 130°25'E.
- d. 36°02'N, 130°25'E.
- e. 36°02'N, 130°00'E.

**Area R-80.**—An area bound by the following points:

- a. 36°35'N, 124°50'E.
- b. 36°35'N, 125°42'E.
- c. 36°05'N, 125°42'E.
- d. 36°05'N, 124°50'E.

**Area R-84.**—An area bound by the following points:

- a. 35°15'N, 124°50'E.
- b. 35°15'N, 125°42'E.
- c. 34°50'N, 125°42'E.
- d. 34°50'N, 124°50'E.

**Area R-88.**—An area bound by the following points:

- a. 37°06'00"N, 124°50'00"E.
- b. 37°10'10"N, 125°36'00"E.
- c. 36°35'00"N, 125°36'00"E.
- d. 36°35'00"N, 124°50'00"E.

**Area R-97A.**—An area bound by the following points:

- a. 36°20'N, 126°31'E.
- b. 36°18'N, 126°35'E.
- c. 36°02'N, 126°24'E.
- d. 36°13'N, 126°11'E.

**Area R-97B.**—An area bound by the following points:

- a. 36°20'00.0"N, 125°57'00.0"E.
- b. 36°20'00.0"N, 126°10'00.0"E.
- c. 36°22'07.5"N, 126°14'43.7"E.
- d. 36°21'22.5"N, 126°30'07.6"E.
- e. 36°14'00.0"N, 126°38'00.0"E.
- f. 35°53'00.0"N, 126°22'00.0"E.
- g. 36°12'00.0"N, 126°03'00.0"E.
- h. 36°14'00.0"N, 125°57'00.0"E.

**Area R-97C.**—An area bound by the following points:

- a. 36°21'29.5"N, 126°22'54.6"E.

- b. 36°21'22.5"N, 126°30'07.6"E.
- c. 36°14'00.0"N, 126°38'00.0"E.
- d. 35°41'00.0"N, 125°44'00.0"E.
- e. 35°51'00.0"N, 125°35'00.0"E.

**Area R-97D.**—An area bound by the following points:

- a. 36°21'17.5"N, 126°24'43.7"E.
- b. 36°21'22.5"N, 126°30'07.6"E.
- c. 36°14'00.0"N, 126°38'00.0"E.
- d. 35°35'00.0"N, 126°06'00.0"E.
- e. 35°42'00.0"N, 125°52'00.0"E.

**Area R-104.**—An area, 5 miles in radius, centered on position 35°32'51"N, 126°26'26"E.

**Area R-105.**—An area, 11 miles in radius, centered on position 35°53'26"N, 126°04'36"E.

**Area R-107.**—An area bound by the following points:

- a. 38°08'N, 129°51'E.
- b. 38°08'N, 130°10'E.
- c. 37°39'N, 130°10'E.
- d. 37°42'N, 129°51'E.

## 4. Agency for Development Controlled Areas:

**Area R-108A (No. 1 Firing Range).**—An area bound by the following points:

- a. 36°40'46.3"N, 126°09'16.7"E.
- b. 36°40'36.3"N, 126°11'58.7"E.
- c. 36°33'08.4"N, 126°13'49.7"E.
- d. 36°32'58.4"N, 126°09'04.7"E.

**Area R-108B (No. 2 Firing Range).**—An area bound by the following points:

- a. 36°40'46.3"N, 126°09'16.7"E.
- b. 36°40'36.3"N, 126°12'58.7"E.
- c. 36°29'25.4"N, 126°15'01.7"E.
- d. 36°28'10.4"N, 126°07'28.7"E.

**Area R-108C (No. 3 Firing Range).**—An area bound by the following points:

- a. 36°40'38.3"N, 126°10'23.7"E.
- b. 36°34'10.4"N, 126°17'52.6"E.
- c. 34°58'24.1"N, 126°03'07.9"E.
- d. 35°01'19.0"N, 125°42'50.0"E.
- e. 36°38'10.3"N, 125°59'52.8"E.

**Area R-108D (No. 4 Firing Range).**—An area bound by the following points:

- a. 36°40'46.3"N, 126°09'16.7"E.
- b. 36°40'36.3"N, 126°11'52.7"E.
- c. 36°21'40.5"N, 126°09'07.7"E.
- d. 36°23'10.5"N, 126°00'22.8"E.

**Area R-108E (No. 5 Firing Range).**—An area bound by the following points:

## PUB 120 (Continued)

- a. 36°40'39.3"N, 126°10'03.7"E.
- b. 36°41'11.3"N, 126°11'59.7"E.
- c. 36°36'57.4"N, 126°15'54.7"E.
- d. 36°33'36.4"N, 126°15'54.7"E.
- e. 36°33'34.4"N, 126°13'42.7"E.

**Area R-108F (No. 6 Firing Range).**—An area bound by the following points:

- a. 36°40'46.3"N, 126°09'16.7"E.
- b. 36°40'36.3"N, 126°11'52.7"E.
- c. 36°17'19.5"N, 126°00'32.8"E.
- d. 36°18'10.5"N, 125°56'37.8"E.

## 5. National Maritime Police Controlled Areas:

**Area Sokcho.**—An area, 5 miles in radius, centered on position 38°11'09.8"N, 128°49'51.6"E.

**Area Tonghae.**—An area, 5 miles in radius, centered on position 37°40'10.1"N, 129°15'51.5"E.

**Area Pohang.**—An area bound by the following points:

- a. 37°04'10.4"N, 129°59'51.3"E.
- b. 36°25'10.8"N, 131°11'51.0"E.
- c. 36°00'10.9"N, 130°51'51.2"E.
- d. 36°08'10.8"N, 129°59'51.4"E.

**Area Ulsan.**—An area, 5 miles in radius, centered on position 35°35'50.0"N, 129°42'55.6"E.

**Area Pusan.**—An area, 4 miles in radius, centered on position 34°53'11.3"N, 128°56'51.9"E.

**Area Tongyeong.**—An area, 5 miles in radius, centered on position 34°38'31.4"N, 128°27'52.1"E.

**Area Yosu.**—An area, 5 miles in radius, centered on position 34°29'56.4"N, 128°04'52.2"E.

**Area Wando.**—An area, 5 miles in radius, centered on position 34°04'11.5"N, 126°51'52.7"E.

**Area Cheju.**—An area, 5 miles in radius, centered on position 33°40'11.6"N, 126°17'52.9"E.

**Area Mokpo Entrance.**—An area, 5 miles in radius, centered on position 34°45'34.2"N, 126°13'23.8"E.

**Area Mokpo-L.**—An area, 4 miles in radius, centered on position 34°33'11.2"N, 125°20'53.2"E.

**Area Mokpo (Yongkwang).**—An area, 3 miles in radius, centered on position 35°24'10.9"N, 126°14'52.8"E.

**Area Mokpo (Uido).**—An area, 4 miles in radius, centered on position 34°25'11.3"N, 125°54'53.0"E.

**Area Kunsan.**—An area, 5 miles in radius, centered on position 35°51'40.7"N, 126°10'07.8"E.

**Area Taean.**—An area, 5 miles in radius, centered on position 36°28'55.4"N, 126°04'22.7"E.

**Area Incheon.**—An area, 4 miles in radius, centered on position 37°04'10.2"N, 126°04'52.7"E.  
(Supplement to ROK NM 8/03) 20/03

**PUB 172 9 Ed 2001 LAST NM 19/03**

Page 6—Line 28/L; read:

it can reach 2 knots with strong prevailing winds. A strong NW current in El-Buheira El-Murra El-Kubra was reported (2003) to reach a velocity of 3 knots. Peak current (PUBS 014-03) 20/03

Page 54—Lines 7 to 17/L; read:

crude oil-loading facility, is approached from N or S of Towartit Reef.

**Depth—Limitations.**—The controlling depth in the N channel is 50m. The controlling depth in the S channel is 44m; however, there is a 13m patch close W of the channel 2.25 miles SE of Hadaraweb Spit (Ras Abdulian).

There is a depth of 54m at the terminal. Vessels up to 300,000 dwt can be accommodated.

**Pilotage.**—Pilotage, which is compulsory and available during daylight hours only, should be requested from the Port Sudan Port Authority. The pilot boards, as follows:

1. Channel pilot—About 1 mile E of Port Sudan Light, in position 19°35.5'N, 37°16.0'E.
2. SBM pilot—3 miles N of the SBM. This pilot boarding position is the handover point with the channel pilot.

The pilot boarding time is usually between 0600 and 0700 local time, depending on the time of year.

The Pilot Office and the pilot vessel can be contacted on VHF channel 10 and by E-mail, as follows:

pilots.portsudan@gnpoc.com

**Regulations.**—The vessel's ETA must be sent to the terminal, via the agent, 72 hours, 48 hours, 24 hours, and 12 hours in advance. The ETA should be reconfirmed if it changes by more than 2 hours.

Berthing is permitted during daylight hours only. Unberthing may be done at night at the discretion of the mooring master.

Upon arrival off Port Sudan, vessels are required to contact the Port Sudan Signal Station on VHF channel 14 to obtain the pilot boarding time, if available, together with any further instructions.

The Marine Supervisor of the facility can be contacted on VHF channel 10, when a vessel is loading at the SPM, and by E-mail, as follows:

omarine.portsudan@gnpoc.com

**PUB 172 (Continued)**

**Anchorage.**—Anchorage is not recommended off the terminal.

(BA NM 16/03, Section VI; US CH 62142) 20/03

Page 82—Lines 20 to 24/R; read:

**Anchorage.**—Nine numbered anchorage berths, with depths of 29 to 130m, exist off the port's N shore and may best be seen on the chart. The berths are assigned by port control.

(US NM 17/62225/03) 20/03

Page 128—Line 7/R; insert after:

**Caution.**—The terminal is surrounded by a restricted area. Only vessels using the terminal are permitted to enter the restricted area.

(15(1712)03 Taunton) 20/03

Page 245—Line 1/R; read:

**Caution.**—A dangerous wreck, marked close N by a lighted buoy, lies about 7 miles NW of

(US NM 17/62540/03) 20/03

**PUB 193 8 Ed 2000 LAST NM 19/03**

Page 23—Lines 19 to 49/L; read:

An inner passage, available to small vessels with local knowledge, leads between the mainland coast and the archipelago of off-lying islands and islets, which is known as Skjaergarden. The passage from Arendal to Lyngor (58°38'N., 9°09'E.) is generally quite deep and sheltered, except in the area of Flostaoya (58°51'N., 9°36'E.), where the route is more exposed. From Lyngor to Langesundsfjorden, the inner passage is exposed for considerable stretches, except in the area of Jomfruland (58°51'N., 9°36'E.).

**Regulations.**—Entry of foreign commercial vessels into the inner (internal) waters of Norway is restricted and certain regulations and procedures apply. For further details, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

Special recommendations, concerning routes, apply to tankers of 40,000 dwt and over navigating along the coast (see paragraph 1.1).

**Directions.**—From a position located about 4 miles ESE of Torungen Light (58°24'N., 8°48'E.), in the approaches to Arendal, the coastal route leads NE for 20 miles to a position about 6 miles ESE of Lyngor (58°38'N., 9°09'E.). It passes outside the 200m curve and clear of all dangers. The route then continues NE for 20 miles to a position located 7 miles SW of Tvistein Light (58°56'N., 9°56'E.). It passes outside the 100m curve and clear of all dangers.

An inner passage, available to coasters and small craft, leads between the mainland coast and the archipelago of off-lying islands and islets. However, local knowledge and local large-scale charts are required for navigation along this route.

**Caution.**—An extensive aerial target firing area lies off much of the coast and extends seaward from the approaches to Langesundsfjorden. In addition, several coastal artillery firing areas are located in the immediate approaches to

Langesundsfjorden. Warnings are disseminated by local notice to mariners and coastal radio stations.

Certain areas within the Sorlandet Maritime Defense District are prohibited to navigation. These areas generally lie within 50m of the shore around Hisoy (58°26'N., 8°46'E.), in the approach to Arendal. However, details of the limits should be obtained locally. Photography is also prohibited. For further details, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

The outer dangers lying along this part of the coast are steep-to and vessels should keep well clear of them in thick weather.

Vessels are advised to stay well clear of the coast during onshore winds which are often accompanied by fog or mist. These winds influence the current and often cause a strong set toward the land.

**Approaches to Arendal**

**2.2 Torungen Light** (58°23.9'N., 8°47.5'E.), equipped with a racon, is shown from a prominent tower, 34m high, standing on Ytre Torungen, an islet lying in the outer approach to Arendal.

Heksebaen, with a depth of 5.5m, lies about 0.8 mile S of Torungen Light. This shoal patch is the outermost of a group of islets, rocks, and shoals which extend SSW from Ytre Torungen.

A detached rocky shoal, with a depth of 19m, lies about 0.5 mile ESE of Torungen Light and another rocky shoal, with a depth of 19m, lies 0.3 mile NNE of it. These shoals form the outermost dangers lying E of Ytre Torungen.

**Lille Torungen Light** (58°24.6'N., 8°47.6'E.) is shown from a structure standing on the SE end of Indre Torungen, an islet lying 0.8 mile N of Torungen Light. A conspicuous disused lighthouse, 29m high, is situated in the middle of this islet.

Hagagrunnen, a shoal patch with a depth of 7.3m, lies about 0.4 mile SE of Lille Torungen Light. Makrelbaen, a detached shoal bank, lies centered 0.5 mile E of Lille Torungen Light. It has depths of 5.8 to 11.9m and is marked by a buoy. Lordsbaen, with a least depth of 7m, is an isolated rocky shoal lying about 0.4 mile ENE of Lille Torungen Light. These shoals form the outermost dangers lying E of Indre Torungen.

Detached rocky shoals, with depths of 2m and 5.7m, lie about 0.2 mile and 0.4 mile, respectively, SSW of Lille Torungen Light and are marked by perches.

**Merday Light** (58°25.5'N., 8°47.6'E.) is shown from a structure standing on the W extremity of an island of the same name lying 0.8 mile NNE of Lille Torungen Light.

Kankene, a group of shallow shoals, lies centered 0.4 mile SSE of Merday Light and is marked by a buoy on its SW side.

**Sandvikodden Light** (58°26'N., 8°47'E.), located 0.8 mile NNW of Merday Light, is shown from a structure standing on the W entrance point Galtesundet.

## PUB 193 (Continued)

**Directions.**—**Galtesundet** (58°26'N., 8°47'E.) forms the main entrance channel leading to Arendal. This passage separates the island of Hisoy (58°26'N., 8°46'E.) from the W end of the large island of Tromoy. It is approached from SE of Torungen Light. Vessels should proceed NW in the white sector of Lille Torungen Light and pass close NE of Hagasgrunnen shoal. When about 0.4 mile from the light, they should steer NNW toward the range formed by Merdoy Light and Sandvikodden Light. After passing ENE of Indre Torungen, vessels should then continue to adjust their course NW and N in order to pass through Galtesundet.

A secondary entrance channel leads through Tromoy-sundet (58°30'N., 8°53'E.), a sound about 8 miles long lying between the mainland and the N side of Tromoy. The main seaward approach to this sound is from ENE in the vicinity of Bondon Light (58°31'N., 8°59'E.).

Tromoybrua (58°28'N., 8°49'E.), a suspension bridge, spans Tromoy-sundet about 1.7 miles E of Arendal and has a vertical clearance of 37m over a width of 100m.

**Caution.**—Several submarine cables, which may best be seen on the chart, extend seaward from the vicinity of Indre Torungen.

(BA NP 56; Nor 2B)

20/03

Page 23—Lines 1 to 8/R; strike out.

(NIMA)

20/03

Page 30—Lines 9 to 54/L; read:

**2.16** Between Risor and Langesundsfjorden, about 25 miles NE, the mainland is somewhat exposed to the open sea. The coast is indented by two rather extensive inlets which trend through a hilly but generally level terrain. These inlets, which are fairly deep throughout, are fronted by numerous off-lying islands, rocks, and shoals.

**Jomfruland** (58°51'N., 9°36'E.), lying about midway along this section of the coast, is about 4 miles long and one of the outermost islands. Although low and mostly flat, this island is very distinctive.

A main light is shown from a prominent tower, 31m high, standing 1.5 miles SSW of the N extremity of the island and a conspicuous radio mast, 100m high, is situated 0.5 mile NNE of it.

Djupodden Light is shown from a structure standing near the middle of the island. A conspicuous beacon, 12m high, is situated near the SW end of the island, 1.4 miles SSW of this light.

**Knubbehausen Light** (58°48.8'N., 9°29.2'E.), equipped with a racon, is shown from a column, 12m high, standing on a rock, 4.7 miles SW of Jomfruland Light. Numerous dangers extend SW and NE of this light.

**Stromtangen Light** (58°50.1'N., 9°28.4'E.) is shown from a building with a tower on the side, 9m high, standing on the mainland, 1.4 miles NNW of Knubbehausen Light.

A mass of islands, islets, and rocky shoals lies between the mainland coast and the W side of Jomfruland. Several channels, available to coasters and small craft, lead through this mass and form part of the inner passage. However, local knowledge and local large-scale charts are required for navigation within this area.

Channels branching from the inner passage route in this area lead to several small harbors, anchorages, and marinas. The main anchorages and harbors lying within this archipelago include Portor (58°48'N., 9°26'E.), Eidskilen (58°50'N., 9°19'E.), Kjolebrunnkilen (58°50'N., 9°17'E.), Kil (58°52'N., 9°19'E.), Skatoy (58°51'N., 9°30'E.), Korset (58°50'N., 9°31'E.), Asvika (58°51'N., 9°29'E.), Lokstadbukta (58°51'N., 9°34'E.), and Hovedgard (58°52'N., 9°36'E.).

**2.17 Straholmen** (58°54'N., 9°39'E.), a low and flat island, lies 1.2 miles NE of the N extremity of Jomfruland and is surrounded by rocks and shallow reefs. Mostein, a whitish-colored conical rock, lies 0.2 mile SE of the S end of this island and is conspicuous from seaward.

Jomfrulandsgapet, a shallow passage, leads between the N end of Jomfruland and Straholmen. The sea breaks across this channel during bad weather.

Svea, a detached shoal bank, lies 1.3 miles S of the S end of Straholmen. It has a least depth of 5m and is marked at the N end by a buoy. Rislebaen, a shoal bank, lies centered about 1 mile ESE of the S end of Straholmen and has a least depth of 4m. These two shoals form the outermost dangers in this vicinity.

**Steingrunnen** (58°56'N., 9°44'E.), an extensive shoal area, lies about 2.7 miles NE of the N end of Straholmen. It has depths of less than 10m and is marked by a lighted buoy.

**Ranheusen** (58°56'N., 9°44'E.), a rocky shoal, lies about 0.5 mile NNW of Steingrunnen. It has a least depth of 2m and is marked by buoys. Sasteinsbaen, a shoal bank with a least depth of 13m, lies about 1 mile N of Ranheusen.

These shoals lie at the NE end of a chain of islets and rocks, which extends NE for about 3 miles from the N end of Straholmen, and form the outermost dangers along this part of the coast.

Numerous islets, rocks, and shoals lie between this outer chain and the mainland coast. Several winding and narrow channels, approached from N of Ranheusen, lead from seaward through this archipelago to a number of anchorages and small loading places. These passages are available to small vessels with local knowledge. Access to Kragero can be gained via a passage leading through Eksefjorden, Langarsund, and Kjøpmannsfjorden.

Ice occurs in much of these inner waters from January to March, or in severe winters to the end of April, and closes most of the channels. The main anchorages and harbors include Barmaskilen (58°56'N., 9°29'E.), Fossing (58°56'N., 9°28'E.), Vagoyfjorden (58°56'N., 9°34'E.), Havsundhamn (58°56'N., 9°37'E.), and Bjørnøybukta (58°58'N., 9°39'E.).

(BA NP 56; Nor 2B)

20/03

Page 30—Line 55/R; insert after:

**Directions.**—The main approach to the harbor from seaward is from SE through Stanggapet (58°48.8'N., 9°29.4'E.). The entrance to the channel is reported to be marked by a lighted buoy moored about 1 mile SE of Knubbehausen Light. The narrow fairway leads through the off-lying dangers and continues NNW and NW between the mainland coast and the islands and islets lying W of Jomfruland. Local knowledge is required.

(Nor 2B)

20/03

## COAST PILOT CORRECTIONS

**COAST PILOT 1            32 Ed 2001            Change No. 27  
LAST NM 18/03**

Page 140—Paragraph 146, lines 1 to 3; read:

**Anchorage.**—Two general anchorages are on the eastern side of Mount Desert Island, 0.5 and 1.5 mile south of Bald Rock Ledge respectively. (See **110.1** and **110.130** chapter 2, for limits and regulations.)

**Bar Harbor** is formed by the east shore of Mount Desert Island on ...

(CL 2111/02; 51/02 CG1) 20/03

Page 163—Paragraph 200; strike out.

(53/02 CG1; LL/02) 20/03

Page 163—Paragraph 201, line 6 to Page 164—Paragraph 201, line 8; read:

ranging from 14 to 28 feet. **Diamond Rock Ledge**, covered ...  
(53/02 CG1; LL/02) 20/03

**COAST PILOT 1            32 Ed 2001            Change No. 28**

Page 35—Insert in box, after Part 117:

Part 157 Rules for the Protection of the Marine Environment relating to Tank Vessels Carrying Oil in Bulk.

(33 CFR 157) 20/03

Page 275—Line 28; read:

Distances Between United States Ports (available on the internet only at <http://chartmaker.ncd.noaa.gov/nsd/ports.html>.)

(01/03 CG7) 20/03

**COAST PILOT 3            35 Ed 2002            Change No. 37  
LAST NM 18/03**

Page 93—Paragraph 2038, line 2; read:

the enforcement of this zone by the U.S. Navy.

**\$165.505 Security Zone; Calvert Cliffs Nuclear Power Plant, Chesapeake Bay, Calvert County, Maryland.**

(a) *Location.* The following area is a security zone: All waters of the Chesapeake Bay, from surface to bottom, encompassed by lines connecting the following points, beginning at

38°26'06"N., 076°26'18"W., thence to

38°26'10"N., 076°26'12"W., thence to

38°26'21"N., 076°26'28"W., thence to

38°26'14"N., 076°26'33"W., thence to beginning at

38°26'06"N., 076°26'18"W. These coordinates are based upon North American Datum (NAD) 1983.

(b) *Regulations.* (1) Entry into or remaining in this zone is prohibited unless authorized by the Coast Guard Captain of the Port, Baltimore, Maryland.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone

number 410-576-2693 or on VHF channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(c) *Authority:* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(FR 3/28/03) 20/03

**COAST PILOT 3            35 Ed 2002            Change No. 38**

Page 52—Paragraphs 571-572; read:

**\$117.243 Nanticoke River.**

The draw of the Norfolk Southern Railway Bridge across the Nanticoke River, at mile 39.4, at Seaford, Delaware will operate as follows:

(a) From March 15 through November 15 the draw will open on signal for all vessels except that, from 11 p.m. to 5 a.m. at least 2.5 hours notice will be required.

(b) At all times from November 16 through March 14 the draw will open on signal if at least 2.5 hours notice is given.

(c) When notice is required, the owner operator of the vessel must provide the bridge tender with an estimated time of passage by calling 717-541-2151/2140.

(FR 4/8/03) 20/03

Page 183—Paragraph 55, lines 2 to 3; read:

is subject to continual change. In January 2002, the controlling depth in the entrance channel was 10 feet. The inlet is marked by ...

(CL 1006/02; BPs 177863-67) 20/03

Page 184—Paragraph 56, lines 5 to 12; read:

near Daybeacon 10, and continue eastward to **Broad Bay**. The channel to Broad Bay is marked by daybeacons; a light is at the east end, in Broad Bay. In January 2002, the controlling depths were 6.9 feet (10 feet at midchannel) in the northerly channel, and 9.9 feet in the large basin, thence 10 feet in the southerly channel to Daybeacon 10, where the north and south channels meet; thence a controlling depth of 9 feet was ...

(CL 1006/02; BPs 177863-68) 20/03

Page 184—Paragraph 58, lines 3 to 6; read:

vicinity of Daybeacon BL. In January 2002, the controlling depths in Long Creek were 7.5 feet (8 feet at midchannel) to Broad Bay. The 40-foot ...

(CL 1006/02; NOS 12254) 20/03

Page 222—Paragraph 40; strike out.

(10/89 CG5; NOS 12284) 20/03

Page 232—Paragraph 124, line 10; read:

Whitehall Creek Entrance Light 2W, provides a well-marked approach to the ...

(LL/02; NOS 12283) 20/03

**COAST PILOT 4      34 Ed 2002      Change No. 12  
LAST NM 18/03**

Page 152—Paragraph 3568, line 4; read:  
days of the permit's expiration date.

**§622.19 South Atlantic rock shrimp limited access.**

(a) *Applicability.* Effective July 15, 2003, for a person aboard a vessel to fish for rock shrimp in the South Atlantic EEZ off Georgia or off Florida or possess rock shrimp in or from the South Atlantic EEZ off Georgia or off Florida, a limited access endorsement for South Atlantic rock shrimp must be issued to the vessel and must be on board.

(b) *Initial eligibility.* A vessel is eligible for an initial limited access endorsement for South Atlantic rock shrimp if the owner—

(1) Owned a vessel with a Federal permit for South Atlantic rock shrimp on or before December 31, 2000, and

(2) Landed at least 15,000 lbs (6,804 kg) of South Atlantic rock shrimp in any one of the calendar years 1996 through 2000 from a vessel that he/she owned.

(c) *Determinations of eligibility—(1) Permit history.* The sole basis for determining whether a vessel had a Federal permit for South Atlantic rock shrimp, and that vessel's owner during the time it was permitted, is the RA's permit records. A person who believes he/she meets the permit history criterion based on ownership of a vessel under a different name, as may have occurred when ownership changed from individual to corporate or vice versa, must document his/her ownership.

(2) *Landings.* (i) Landings of rock shrimp from the South Atlantic EEZ during the qualifying period are verified from landings data that were submitted on or before January 31, 2001 and are in state or Federal database systems; no additional landings data will be accepted.

(ii) Only landings when a vessel had a valid Federal permit for rock shrimp, that were harvested from the South Atlantic EEZ, and that were landed and sold in compliance with state and Federal regulations will be used to establish eligibility.

(iii) For the purpose of eligibility for an initial limited access endorsement for South Atlantic rock shrimp, the owner of a vessel that had a permit for South Atlantic rock shrimp during the qualifying period retains the rock shrimp landings record of that vessel during the time of his/her ownership, unless, prior to January 16, 2003, a sale of the vessel includes a written agreement that credit for qualifying landings is transferred to the new owner. Qualifying landings are landings of at least 15,000 lb (6,804 kg) of rock shrimp harvested from the South Atlantic EEZ in any one of the calendar years 1996 through 2000. Such transfer of credit must be for vessel's entire record of landings of rock shrimp from the South Atlantic during the time of the seller's ownership; no partial transfers are allowed.

(d) *Implementation procedures—(1) Notification of status.* On or about March 17, 2003, the RA will notify each owner of a vessel that had a permit for South Atlantic rock shrimp on or before December 31, 2000, and each owner of a vessel currently permitted for South Atlantic rock shrimp, of the RA's initial determination of eligibility for a limited access

endorsement for South Atlantic rock shrimp. The notification will include a determination regarding the 15,000-lb (6,804-kg) threshold level for endorsement. If the landings in the combined state and Federal databases do not meet the 15,000-lb (6,804-kg) threshold for any of the qualifying years, the landings in each of the qualifying years, as shown in those databases, will be included. Each notification will include an application for such endorsement. Addresses for notifications will be based on the RA's permit records. Each owner of a vessel that had a permit for South Atlantic rock shrimp on or before December 31, 2000, and each owner of a currently permitted vessel, who does not receive notification by April 1, 2003 must advise the RA of non-receipt within 15 days thereafter.

(2) *Applications.* (i) An owner of a vessel who desires a limited access endorsement for South Atlantic rock shrimp must submit an application for such endorsement postmarked or hand-delivered not later than May 16, 2003. Failure to apply in a timely manner will preclude issuance of an endorsement even if the vessel owner meets the eligibility criteria for the endorsement.

(ii) An applicant who agrees with the RA's initial determination of eligibility does not need to provide documentation of eligibility with his/her application.

(iii) An applicant who disagrees with the RA's initial determination of eligibility must provide documentation of eligibility with his/her application. Such documentation must include the name and official number of the vessel permitted for South Atlantic rock shrimp and the dates, quantities, trip tickets, and purchasing dealers for specific landings claimed for the vessel. In addition, if an owner's application for a limited access endorsement is based on qualifying landings that were transferred to him/her through a written agreement, as discussed in paragraph (c)(2)(iii) of this section, the application must be accompanied by a copy of that agreement and a statement of the cost associated with obtaining the catch history. Documentation and other information submitted on or with an application are subject to verification by comparison with state or Federal records and information. If such documentation and information cannot be verified from state or Federal records and information, the documentation and other information will be rejected. Submission of false documentation or information may disqualify an owner from obtaining an initial limited access endorsement for South Atlantic rock shrimp and is a violation of the regulations in this part.

(iv) If an application that is postmarked or hand delivered in a timely manner is incomplete, the RA will notify the applicant of the deficiency. If the applicant fails to correct the deficiency within 20 days of the date of the RA's notification, the application will be considered abandoned.

(3) *Issuance.* If a complete application is submitted in a timely manner and the eligibility requirements specified in paragraph (b) of this section are met, the RA will take action as follows:

(i) If a qualified applicant owns a vessel that has a valid permit for South Atlantic rock shrimp, the RA will issue an initial limited access endorsement for South

## COAST PILOT 4 (Continued)

Atlantic rock shrimp and mail it to the vessel owner prior to July 15, 2003.

(ii) If a qualified applicant does not currently own a vessel, the RA will inform him/her of qualification, but no endorsement will be issued. Such qualified applicant must apply for a permit and endorsement for a vessel that he/she owns, or transfer the rights to the endorsement to an owner of a vessel, prior to July 15, 2005. After that date, the rights to an initial limited access endorsement for South Atlantic rock shrimp that were based on the qualification will expire. A qualified applicant who desires to transfer the rights to an initial endorsement to the owner of a vessel must submit an application requesting such transfer to the RA. Such transfer of rights will include transfer of credit for the vessel's entire record of landings of rock shrimp from the South Atlantic during the time of the qualified applicant's ownership.

(4) *Reconsideration.* (i) If the eligibility requirements specified in paragraph (b) of this section are not met, the RA will notify applicant, in writing, not later than July 16, 2003. The notification will include the reason for the determination that the eligibility requirements were not met. An applicant may request reconsideration of the RA's determination regarding initial endorsement eligibility by submitting a written request for reconsideration to the RA. Such request must be postmarked or hand-delivered not later than September 15, 2003 and must provide additional written documentation supporting eligibility for the endorsement.

(ii) Upon receipt of a request for reconsideration, the RA will forward the initial application, the RA's response to that application, the request for reconsideration, and pertinent records to an Application Oversight Board consisting of state directors (or their designees) from each state in the Council's area of jurisdiction. Upon request, a vessel owner may make a personal appearance before the Application Oversight Board.

(iii) If reconsideration by the Application Oversight Board is requested, such request constitutes the applicant's written authorization under section 402(b)(1)(F) of the Magnuson-Stevens Act for the RA to make available to the members of the Application Oversight Board such confidential catch and other records as are pertinent to the matter under reconsideration.

(iv) The Application Oversight Board may only deliberate whether the eligibility criteria specified in paragraph (b) of this section were applied correctly in the applicant's case, based solely on the available record, including documentation submitted by the applicant. The Application Oversight Board may not consider whether an applicant should have been eligible for a vessel permit because of hardship or other factors. The Application Oversight Board members will provide individual recommendations for each application for reconsideration to the RA.

(v) The RA will make a final decision based on the eligibility criteria specified in paragraph (b) of this section and the available record, including documentation submitted by the applicant, and the recommendations

and comments from members of the Application Oversight Board. The RA may not consider whether an applicant should have been eligible for a vessel permit because of hardship or other factors. The RA will notify the applicant of the decision and the reason for it, in writing, within 15 days of receiving the recommendations from the Application Oversight Board members. The RA's decision will constitute the final administrative action by NMFS.

(e) *Transfer of an endorsement.* A limited access endorsement for South Atlantic rock shrimp is valid only for the vessel and owner named on the permit/endorsement. To change either the vessel or the owner, and application for transfer must be submitted to the RA. An owner of a vessel with an endorsement may request that the RA transfer the endorsement to another vessel owned by the same entry, to the same vessel owned by another entity, or to another vessel with another owner. A transfer of an endorsement under this paragraph will include the transfer of the vessel's entire catch history of South Atlantic rock shrimp to a new owner; no partial transfers are allowed.

(f) *Renewal.* The RA will not reissue a limited access endorsement for South Atlantic rock shrimp if the endorsement is revoked or if the RA does not receive a complete application for renewal of the endorsement within 1 year after the endorsement's expiration date.

(g) *Non-renewal of inactive endorsements.* In addition to the sanctions and denials specified in §622.4(j)(1), a limited access endorsement for South Atlantic rock shrimp that is inactive for a period of 4 consecutive calendar years will not be renewed. For the purpose of this paragraph, "inactive" means that the vessel with the endorsement has not landed at least 15,000 lb (6,804 kg) of rock shrimp from the South Atlantic EEZ in a calendar year.

(h) *Reissuance of non-renewed permits.* A permit that is not renewed under paragraph (g) of this section will be made available to a vessel owner randomly selected from a list of owners who had documented landings of rock shrimp from the South Atlantic EEZ prior to 1996 but who did not qualify for an initial limited access endorsement. To be placed on the list, an owner must submit a written request to the RA postmarked or hand-delivered not later than January 16, 2004. The written request must contain documentation of each specific landing claimed, i.e., date, quantity of rock shrimp, name and official number of the harvesting vessel, ownership of the vessel at the time of landing, and name and address of the purchasing dealer. Claimed landings that are not verified by comparison with state trip ticket or dealer records will not be recognized.

(FR 1/16/03)

20/03

## COAST PILOT 4

34 Ed 2002

Change No. 13

Page 145—Paragraphs 3420 to 3434; read:

**§622.9 Vessel monitoring systems (VMSs).**

(a) *Requirement for use.* As of October 14, 2003 or 90 days after NMFS publishes in the **Federal Register**, the list of approved transmitting units and associated communications service providers, whichever is later, an owner or operator of a vessel that has been issued a limited access



**COAST PILOT 4 (Continued)**

endorsement for South Atlantic rock shrimp must ensure that such vessel has a NMFS-approved, operating VMS on board when on a trip in the South Atlantic. An operating VMS includes an operating mobile transmitting unit on the vessel and a functioning communication link between the unit and NMFS as provided by a NMFS-approved communication service provider.

(b) *Installing and activating the VMS.* Only a VMS that has been approved by NMFS for use in the South Atlantic rock shrimp fishery may be used. When installing and activating the NMFS-approved VMS, or when reinstalling and reactivating such VMS, the vessel owner or operator must—

(1) Follow procedures indicated on an installation and activation checklist, which is available from NMFS, Office of Enforcement, Southeast Region, St. Petersburg, FL; phone 727-570-5344; and

(2) Submit to NMFS, Office of Enforcement, Southeast Region, St. Petersburg., a statement certifying compliance with the checklist, as prescribed on the checklist.

(c) *Interference with the VMS.* No person may interfere with, tamper with, alter, damage, disable, or impede the operation of the VMS, or attempt any of the same.

(d) *Interruption of operation of the VMS.* When a vessel's VMS is not operating properly, the owner or operator must immediately contact NMFS, Office of Enforcement, Southeast Region, St. Petersburg, FL, and follow instructions from that office. If notified by NMFS that a vessel's VMS is not operating properly, the owner and operator must follow instructions from that office. In either event, such instructions may include, but are not limited to, manually communicating to a location designated by NMFS the vessel's positions or returning to port until the VMS is operable.

(e) *Access to position data.* As a condition of authorized fishing for or possession of South Atlantic rock shrimp in or from the South Atlantic EEZ, a vessel owner or operator subject to the requirements for a VMS in this section must allow NMFS, the USCG, and their authorized officers and designees access to the vessel's position data obtained from the VMS.

(FR 1/16/03) 20/03

Page 165—Paragraph 3896, line 1; read:

(g) *Penaeid shrimp in the South Atlantic*—(1) *BRD requirement.*

(FR 1/16/03) 20/03

**COAST PILOT 4                      34 Ed 2002                      Change No. 14**

Page 200—Paragraph 45, lines 5 to 6; read:

gasoline, hull, engine and electronic repairs, a marine railway that can handle craft to 35 feet in length, marine supplies, and a ...

(CL 79/03; NOS 12205) 20/03

Page 245—Paragraph 203, line 5; read:

feet for a width of 300 feet and 135 feet for a width of 700 feet. In November 2002, replacement fixed bridges were under construction with a design clearance of 65 feet for a width of 250 feet over Town Creek and with a design clear-

ance of 186 feet for a width of 1,000 feet over Cooper River.  
(CL 290/03; 48/02 CG7) 20/03

Page 262—Paragraph 45, lines 4 to 5; read:

electricity, water, ice, pump-out station and wet and dry storage. In 2002, a reported depth of 10 feet could be carried to the fish ...

(CL 1580/02; NOS 11511) 20/03

Page 270—Paragraph 190, lines 1 to 2; read:

St. Marys Approach Lighted Buoy STM (30°42'54"N., 81°14'39"W.) is 8.2 miles eastward of St. Marys Entrance. The ...

(07/03 CG7; LL/02) 20/03

Page 271—Paragraph 199, lines 7 to 8; read:

Marys Approach Lighted Buoy STM (30°42'54"N., 81°14'39"W.). Vessels with a draft of 36 feet or less are boarded ...

(07/03 CG7; LL/02) 20/03

Page 319—Paragraph 127, line 1; read:

**Sand Key Light** (24°27'14"N., 81°52'39"W.), 109 feet ...  
(07/03 CG7; LL/02) 20/03

Page 319—Paragraph 130, lines 2 to 3; read:

Key West Harbor and the Gulf of Mexico. In May 2002, the midchannel controlling depth was 10 feet. Vessels can pass directly ...

(BP 177612) 20/03

**COAST PILOT 4                      34 Ed 2002                      Change No. 15**

Page 163—Paragraph 3851, lines 4 to 5; read:

Office, Southeast Area, St. Petersburg, FL, telephone 727-570-5344.

(50 CFR 622.41) 20/03

Page 164—Paragraph 3875, lines 2 to 7; read:

for a gillnet used to fish for Spanish mackerel in the Gulf, Mid-Atlantic, or South Atlantic EEZ is 3.5 inches (8.9 cm), stretched mesh.

(1) A vessel in the Gulf EEZ, or having fished on a trip in the Gulf EEZ, with a gillnet on board that has a mesh size less than 3.5 inches (8.9 cm), stretched mesh, may not possess on that trip any Spanish mackerel.

(2) A vessel in the South Atlantic or Mid-Atlantic EEZ, or having fished on a trip in such EEZ, with a gillnet on board that has a mesh size less than 3.5 inches (8.9 cm), stretched mesh, may possess or land on the day of that trip no more than 500 lb (227 kg) of incidentally caught Spanish mackerel.

(50 CFR 622.41) 20/03

Page 164—Paragraph 3893, line 11; read:

when pulled by a line.

(6) *Longline species limitation.* A vessel that has on board a valid Federal commercial permit for South Atlantic

**COAST PILOT 4 (Continued)**

snapper-grouper, excluding wreckfish, that fishes in the EEZ on a trip with a longline on board, may possess only the following South Atlantic snapper-grouper; snowy grouper, warsaw grouper, yellowedge grouper, misty grouper, golden tilefish, blueline tilefish, and sand tilefish. For the purpose of this paragraph, a vessel is considered to have a longline on board when a power-operated longline hauler, a cable of diameter suitable for use in the longline fishery on any reel, and gangions are on board. Removal of any one of these three elements constitutes removal of a longline.

(50 CFR 622.41)

20/03

Page 165—Paragraph 3900 to Paragraph 3901, line 2; read:

(iii) Fisheye.

(3) *Certification of BRDs*—(i) A person who seeks to have a BRD certified for use in the South Atlantic EEZ must submit an application to test such BRD, conduct the testing, and submit to the RA the results of the test conducted and recorded in accordance with the Testing Protocol for BRD Certification, which along with forms and procedures, is included in the *Bycatch Reduction Device Testing Protocol Manual* which is available from the SAFMC, One Southpark Circle, Suite 306, Charleston, SC 29407-4699, and from the RA. A BRD that meets the certification criterion, as determined under the Testing Protocol for BRD Certification, will be added to the list of certified BRDs in paragraph (g)(2) of this section.

(ii) A penaeid shrimp trawler that is authorized to test a BRD in the EEZ for possible certification, has such written authorization on board, and is conducting such test in accordance with the Testing Protocol for BRD Certification is granted a limited exemption from the BRD requirement specified in paragraph (g)(1) of this section. The exemption from the BRD requirement is limited to those trawls that are being used in the certification trials. All other trawls rigged for fishing must be equipped with certified BRDs.

(h) *Shrimp in the Gulf*—(1) *BRD requirement*. (i) Except as exempted in paragraphs (h)(1)(ii) through (iv) and paragraph (h)(3)(iii) of this section, on ...

(50 CFR 622.41)

20/03

**COAST PILOT 4      34 Ed 2002      Change No. 16**

Page 165—Paragraph 3905; read:

(2) *Certified BRDs*. The following BRDs are certified for use by shrimp trawlers in the Gulf EEZ. Specifications of these certified BRDs are contained in Appendix D to this part.

(i) Fisheye.

(ii) Gulf fisheye.

(iii) Jones-Davis.

(3) *Procedures for certification of additional BRDs*. The process for the certification of additional BRDs consists of two phases—an optional pre-certification phase and a required certification phase.

(i) *Pre-certification*. The pre-certification phase allows a person to test and evaluate a new BRD design for up to 60 days without being subject to the observer requirements and rigorous testing requirements speci-

fied for certification testing in the *Gulf Of Mexico Bycatch Reduction Device Testing Protocol Manual*.

(A) A person who wants to conduct pre-certification phase testing must submit an application, as specified in the *Gulf Of Mexico Bycatch Reduction Device Testing Protocol Manual*, to the RA. The *Gulf Of Mexico Bycatch Reduction Device Testing Protocol Manual*, which is available from the RA, upon request, contains the application forms.

(B) After reviewing the application, the RA will determine whether to issue a letter of authorization (LOA) to conduct pre-certification trials upon the vessel specified in the application. The RA will issue a pre-certification phase LOA if the BRD design is substantially unlike any BRD design previously determined not to meet the BRD certification criterion or, if the design is substantially similar to a BRD design previously determined not to meet the BRD certification criteria, and the application demonstrates that the design could meet the certification criterion through design revision or upon retesting (e.g., the application shows that statistical results could be improved upon retesting by such things as using a larger sample size than that previously used). If the RA authorizes pre-certification, the RA's letter of authorization must be on board the vessel during any trip involving the BRD testing.

(ii) *Certification*. A person who proposes a BRD for certification for use in the Gulf EEZ must submit an application to test such BRD, conduct the testing, and submit the results of the test in accordance with the *Gulf Of Mexico Bycatch Reduction Device Testing Protocol Manual*. The RA will issue a LOA to conduct certification trials upon the vessel specified in the application if the RA finds that: The test plan meets the requirements of the protocol; the observer identified in the application is qualified and has no current or prior financial relationship with the entity seeking BRD certification; the application presents a BRD candidate substantially unlike BRDs previously determined not to meet the current bycatch reduction criterion, or the applicant has shown good cause for reconsideration (such as the likelihood of improved statistical results yielded from a larger sample size than that previously used); and for BRDs not previously tested for certification, the results of any pre-certification trials conducted have been reviewed and deemed to indicate a reasonable scientific basis for conducting certification testing. If authorization to conduct certification trials is denied, the RA will provide a letter of explanation to the applicant, together with relevant recommendations to address the deficiencies resulting in the denial. If a BRD meets the certification criterion, as determined under the testing protocol, NMFS will publish a notice in the FEDERAL REGISTER adding the BRD to the list of certified BRDs in paragraph (h)(2) of this section providing the specifications for the newly certified BRD, including any special conditions deemed appropriate based on the certification testing results.

(iii) A shrimp trawler that is authorized to participate in the pre-certification phase or to test a BRD in the EEZ

**COAST PILOT 4 (Continued)**

for possible certification has such written authorization on board and is conducting such test in accordance with the *Gulf of Mexico Bycatch Reduction Device Testing Protocol Manual* is granted a limited exemption from the BRD requirement specified in paragraph (h)(1) of this section. The exemption from the BRD requirement is limited to those trawls that are being used in the certification trials. All other trawls rigged for fishing must be equipped with certified BRDs.

(i) *Gulf reef fish exhibiting trap rash.* Gulf reef fish in or from the Gulf EEZ that exhibit trap rash may be possessed on board a vessel only if that vessel has a valid fish trap endorsement, as required under §622.4(a)(2)(i), on board. Possession of such fish on board a vessel without a valid fish trap endorsement is prima facie evidence of illegal trap use and is prohibited. For the purpose of this paragraph, trap rash is defined as physical damage to fish that characteristically results from contact with wire fish traps. Such damage includes, but is not limited to, broken fin spines, fin rays, or teeth; visually obvious loss of scales; and cuts or abrasions on the body of the fish, particularly on the head, snout, or mouth.

(j) *Rock shrimp in the South Atlantic off Georgia and Florida.* The minimum mesh size for the cod end of a rock shrimp trawl net in the South Atlantic EEZ off Georgia and Florida is 1 7/8 inches (4.8 cm), stretched mesh. This minimum mesh size is required in at least the last 40 meshes forward of the cod end drawstring (tie-off rings), and smaller-mesh bag liners are not allowed. A vessel that has a trawl net on board that does not meet these requirements may not possess a rock shrimp in or from the South Atlantic EEZ off Georgia and Florida.

(50 CFR 622.41; FR 1/16/03)

20/03

**COAST PILOT 4      34 Ed 2002      Change No. 17**

Page 77—Paragraph 1255; strike out.

(DD 3242; CFR 117.821)

20/03

Page 212—Paragraph 267, lines 6 to 7; read:

hotels, and motels. Gasoline, diesel fuel, pump-out station, berthing with electricity, water, ice, marine supplies, and provisions are available. Hull, engine and electronic repairs can be made; lift to 30 tons.

(DB 715)

20/03

Page 212—Paragraph 276, lines 2 to 4; read:

Bern has a fixed span with a clearance of 7 feet. The Norfolk Southern Railway bridge, 0.9 mile above the ...

(DD 3243; CL 793/02)

20/03

Page 219—Paragraph 32, line 13; read:

Intracoastal Waterway just south of the Core Creek fixed highway bridge.

(DD 3122; NOS 11545)

20/03

Page 219—Paragraph 34, line 3; read:

City, NC 28557, telephone 252-726-4068, fax 252-726-

9044, radiotelephone ...

(DD 3124)

20/03

Page 229—Paragraph 172, lines 8 to 9; read:

harbor, 0.45 mile westward of the lookout tower, has lifts to 75 tons and facilities for hull, engine, and electrical repairs.

(DB 570)

20/03

Page 325—Paragraph 47, line 8; read:

channel 13 or 757- 487-0831. Vessels may tie up in the canal overnight, ...

(DD 3134)

20/03

**COAST PILOT 4      34 Ed 2002      Change No. 18**

Page 291—Paragraph 52, lines 5 to 9; read:

the center of the city. Berths with electricity, gasoline, diesel fuel, water, ice, pump-out station and marine supplies are available. Hull and engine repairs can be made. In 2002, an alongside depth of 18 feet was reported.

(CL 11/03)

20/03

Page 291—Paragraph 53, lines 2 to 4; read:

depth of 5.5 feet in 2002 leads to a marina on the west side of Salt Run. Berths with electricity, gasoline, diesel fuel, water, ice, marine supplies and wet storage are available. Engine and electronic repairs can be made.

(CL 11/03)

20/03

Page 300—Paragraph 253, line 1; read:

**Hillsboro Inlet Light** (26°15'33"N., 80°04'51"W.), 136 ...  
(06/03 CG7; LL/03)

20/03

Page 335—Paragraph 251, lines 3 to 4; read:

Berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, marine supplies and wet storage are available. A 50-ton lift is available for hull, engine, ...

(CL 2340/02)

20/03

Page 335—Paragraph 253, line 6; read:

knots may be expected during normal weather. A marina on the north side of the fixed highway bridge and on the east side of Tolomato River has berths, electricity, gasoline, diesel fuel, water, ice and wet storage available. An overhead ...

(CL 2340/02)

20/03

Page 337—Paragraph 280, lines 5 to 8; read:

marina adjacent to the bridge have berths with electricity, gasoline, diesel fuel, water, ice and marine supplies. Mobile hoists to 30 tons that can handle craft to 50 feet are available at the boatyard; hull repairs can be made. Machine and carpenter ...

(CL 2367/02)

20/03

Page 337—Paragraph 282, lines 2 to 9; read:

**839.6**, is a small fishing port. In 2002, the reported controlling depth from the waterway to the harbor was 6 feet; thence in 1983, 5 feet or more to the community of Ponce

**COAST PILOT 4 (Continued)**

Inlet. The channel is along the north shore and is not marked. The wharf at Inlet Harbor has depths of about 8 feet along-side. Berthage with electricity, gasoline, diesel fuel, water, ice, marine supplies and wet and dry storage are available. Engine repairs can be made.  
(CL 70/03) 20/03

Page 337—Paragraph 283, lines 4 to 6; read:  
gasoline, diesel fuel, water, ice, launching ramps, and a 70-ton lift are available. Hull, engine and electronic repairs can be made.  
(CL 70/03) 20/03

Page 338—Paragraph 300, line 3; read:  
east of **Mile 880.5. (See Manatees, chapter 3.)**  
At **Mile 882.9** on the west side of Indian River, a privately marked channel leads to a marina which has berths, electric-ity, gasoline, diesel fuel, water, ice, pump-out station, and wet and dry storage available.  
(CL 2142/02) 20/03

Page 338—Paragraph 310, lines 2 to 6; read:  
causeway, a privately marked channel leads to marina which had a reported approach depth of 7 feet in December 2002. Berths with electricity, water, ice, and pump-out station are available.  
(CL 2367/02) 20/03

Page 338—Paragraph 311, line 5; read:  
available with electricity and water. At **Mile 908.4** are two marinas with gasoline, diesel fuel, water, ice, wet and dry storage, a launching ramp and a 20-ton mobile lift available. Hull, engine and electronic repairs can be made.  
(CL 1636/02) 20/03

Page 339—Paragraph 322, lines 1 to 7; read:  
Two boatyards are on the west side of Banana River about 12 miles above the southern entrance, and 2.1 miles north of **Buck Point**, the eastern entrance point of Newfound Harbor. Berthage with electricity, water, marine supplies, a 30-ton mobile hoist, and wet and dry storage are available. Hull and engine repairs can be made. In 2002, a depth of 4 feet was reported in the approach, and 6 feet alongside the berths.  
(CL 913/02; NOS 11485) 20/03

Page 341—Paragraph 358, line 3; read:  
center. A marina south of the bridge on the west side of the waterway has berths with electricity, gasoline, diesel fuel, water, ice, pump-out station, wet and dry storage and a 70-ton mobile lift available. Engine and electronic repairs can be made.  
(CL 913/03) 20/03

**COAST PILOT 4      34 Ed 2002      Change No. 19**

Page 208—Paragraph 202, lines 2 to 4; read:  
eastward about 4 miles above the mouth, in 2002, had reported depths of 4 feet or more. A pile was reported in the

creek entrance about ...  
(DD 666) 20/03

Page 297—Paragraph 175, lines 6 to 8; read:  
electricity, gasoline, diesel fuel, water, ice, pump-out station, wet and dry storage, and hull, engine and electronic repairs are available at any of several marinas. A 150-ton mobile hoist is available at a repair yard at ...  
(CL 910/02; CL 2243/02) 20/03

Page 338—Paragraph 313, lines 4 to 6; read:  
depths of 5.5 feet are reported alongside in 2002. Berths with electricity, gasoline, diesel fuel, water, ice, pump-out station, and wet and dry storage are available. Engine repairs can be made.  
(CL 2174/02) 20/03

Page 340—Paragraph 335, lines 2 to 6; read:  
waterway to a marina on the west side of Indian River. Elec-tricity, gasoline, diesel fuel, water, pump-out station, launch-ing ramp, wet and dry storage and marine supplies are available. Hull and engine repairs can be made. In 2002, the channel to the marina had a reported controlling depth of 8 feet.  
(CL 2336/02) 20/03

Page 340—Paragraph 341, lines 1 to 3; read:  
Two marinas are on the west side of the Indian River at **Mile 934.0**. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station and wet storage are available. Hull, engine and electronic repairs can be made and a 40-ton lift is available. In 2002, a depth of 6 feet was reported ...  
(CL 132/03) 20/03

Page 341—Paragraph 357, line 3; read:  
**Mile 953.2.** (See Manatees, chapter 3.)  
At **Mile 964.2**, a privately marked channel, with a reported controlling depth of 6 feet in 2002, leads to a marina in a basin on the west shore of Indian River. Berths, electricity, pump-out station and wet and dry storage are available. A 70-ton lift is available for hull, engine and electronic repairs.  
(CL 303/03) 20/03

Page 341—Paragraph 366, lines 3 to 6; read:  
in a small protected basin. In 2002, the reported approach and alongside depth was 6 feet. Wet and dry storage are available. A 5-ton lift can haul out craft for hull and engine repairs.  
(CL 2242/02) 20/03

Page 341—Paragraph 367, lines 3 to 5; read:  
small protected basin. In 2002, the reported approach and alongside depth was 8 feet. Gasoline, diesel fuel and water are available.  
(CL 501/03) 20/03

**COAST PILOT 4 (Continued)**

Page 346—Paragraph 462, lines 4 to 6; read:  
be 10 feet in 2002. Gasoline, diesel fuel, ice, and pump-out  
station are available.  
(CL 2243/02) 20/03

Page 346—Paragraph 471, lines 4 to 5; read:  
water, marine supplies, pump-out station and wet and dry  
storage are available. Hull, engine and electronic repairs can  
be made; lift to 150 tons and marine railway to 100 feet.  
Stores, motels and the ...  
(CL 1813/02) 20/03

Page 346—Paragraph 473, lines 3 to 6; read:  
Yacht Club is at the marina. There are berths, electricity, gas-  
oline, diesel fuel, water, ice and wet storage available. In  
2002, an approach and an alongside depth of 12 feet was  
reported.  
(CL 1813/02) 20/03

**COAST PILOT 4                      34 Ed 2002                      Change No. 20**

Page 79—Paragraph 1343, line 3; read:  
to the Jordan Bridge Office at (757) 545-4695.  
(DD 3462; 33 CFR 117.997) 20/03

Page 80—Paragraph 1350, line 3; read:  
been given to the Gilmerton Bridge at (757) 545-1512.  
(DD 3462; 33 CFR 117.997) 20/03

Page 212—Paragraph 272, line 9; read:  
been recorded in January and February. (See page T-3 for the  
**New Bern climatological table.**)  
(DD 3462) 20/03

Page 219—Paragraph 32, line 16; read:  
Chapter 3. (See page T-6 for the **Beaufort climatological  
table.**)  
(DD 3462) 20/03

Page 228—Paragraph 134, lines 18 to 19; read:  
2<sup>nd</sup> packing 100-knot winds. (See page T-4 for the **Wilming-  
ton climatological table.**)  
(DD 3462) 20/03

Page 243—Paragraph 154, line 3; read:  
compared there. (See page T-5 for the **Charleston climato-  
logical ...**)  
(DD 3462) 20/03

Page 256—Paragraph 112; read:  
(See page T-7 for **Savannah climatological table.**)  
(DD 3462) 20/03

Page 258—Paragraph 158, lines 9 to 10; read:  
Dam Office, 706-798-4644, or the James B. Messerly Waste-  
water Treatment Plant, 706-793-1691. Calls to either loca-

tion should ...  
(DD 3462) 20/03

Page 280—Paragraph 86, line 4; read:  
there or checked by telephone. (See page T-8 for the **Jack-  
sonville ...**)  
(DD 3462) 20/03

Page 299—Paragraph 208; read:  
(See page T-10 for the **West Palm Beach climatological  
table.**)  
(DD 3462) 20/03

Page 308—Paragraph 349; read:  
(See page T-11 for the **Miami climatological table.**)  
(DD 3462) 20/03

Page 321—Paragraph 156, line 4; read:  
for address, and page T-12 for the **Key West climatological  
table.**)  
(DD 3462) 20/03

Page 323—Paragraph 5, line 4; read:  
**are on page T-29.**  
(DD 3462) 20/03

**COAST PILOT 4                      34 Ed 2002                      Change No. 21**

Page 199—Paragraph 20, line 2; read:  
to **Lake Wesley**. Two fixed highway bridges with a least  
clearance of 28 ...  
(CL 145/03) 20/03

Page 210—Paragraph 227; strike out.  
(DD 3461) 20/03

Page 210—Paragraph 230; read:  
The Washington City Waterfront lies on the eastern side of  
the Pamlico River, after passing the Norfolk Southern Rail-  
way bridge and 0.3 mile before the U.S. Route 17 highway  
bridge. The bulkhead extends approximately 1,700 feet and  
has both small craft slips and tie-up dockage. Electricity,  
water and pump-out station are available. Depths range from  
18 feet at the outermost slips to 9 feet at the inner slips and 7  
feet along the bulkhead. Boats up to 60 feet in length can be  
accommodated in the outermost slips. The North Carolina  
Estuarium is located at the waterfront.  
(DD 3461) 20/03

Page 210—Paragraph 238, line 2; read:  
southward of Pamlico Point Light PP (35°18'49"N., 76°  
27'00"W.), ...  
(LL/03) 20/03

Page 219—Paragraph 35, line 6; read:  
Beaufort Inlet Channel Lighted Whistle Buoy BM (34°

**COAST PILOT 4 (Continued)**

34°49"N., 76°41'33"W.) ...  
(01/03 CG5; LL/03) 20/03

Page 221—Paragraph 92, lines 2 to 3; read:  
Inlet. The inlet was restored in March 2002 with 12 feet reported at the entrance, thence 10 feet to the Intracoastal Waterway. The inlet is subject to continual change and local knowledge is advised.  
(DDs 3217-3130) 20/03

Page 224—Paragraph 101, lines 6 to 7; read:  
knowledge.  
(NOS 11534) 20/03

Page 224—Paragraph 102, line 5; read:  
February 2003, the controlling depth was 4.2 feet. Daybeacons ...  
(BP 180155) 20/03

Page 292—Paragraph 70, line 1; read:  
**Ponce de Leon Inlet Light** (29°04'50"N., 80°55'41"W.),  
...  
(06/03 CG7) 20/03

Page 343—Paragraph 412, lines 6 to 9; read:  
Engineers are on the east side of the canal at the east side of town. Berths, electricity, gasoline, diesel fuel, water, ice, a launching ramp, wet and dry storage, pump-out station, marine supplies and provisions can be obtained along the west side of the canal. A marine railway can handle crafts to 22 feet. Hull and engine repairs can be ...  
(CL 626/03; CL 628/03) 20/03

**COAST PILOT 4                      34 Ed 2002                      Change No. 22**

Page 74—Paragraph 1120; read:  
(h) *Coronado Beach bridge (SR 44), mile 845 at New Smyrna Beach.* The Coronado Beach bridge (SR 44), mile 845, shall open on signal, except that from 7 a.m. until 7 p.m., each day of the week, the draw need only open on the hour, twenty minutes past the hour and forty minutes past the hour.  
(FR 4/2/03) 20/03

Page 256—Paragraph 116, line 6; read:  
VHF-FM channels 16 and 18A.  
U.S. and public vessels enrolled in domestic trade may also obtain a pilot licensed by the Federal government through Sea Coast Marine Pilots Association, 204 Second Avenue, Tybee Island, GA 31328; telephone (912-786-4898). This association provides vessels with licensed pilots 24 hours a day, and monitors VHF-FM channels 13 and 16. An 8-hour notice of arrival is required for all vessels arriving at the sea buoy (Tybee Lighted Whistle Buoy T, 31°57'54"N., 80°43'12"W.).  
(CL 679/03; LL/03) 20/03

Page 265—Paragraph 95, lines 1 to 2; read:  
**Prominent features.—St. Simons Light** (31°08'00"N., 81°23'36"W.), 104 feet above the water, is shown from a white ...  
(LL/03) 20/03

Page 267—Paragraph 126, line 8; read:  
St. Simons Lighted Whistle Buoy STS (31°03'12"N., 81°15'06"W.): ...  
(LL/03) 20/03

Page 293—Paragraph 98, line 7; read:  
(28°22'30"N., 80°31'48"W.) unless special arrangement for boarding ...  
(LL/03; NOS 11481) 20/03

Page 308—Paragraph 352, line 8; read:  
seaward of Miami Lighted Buoy M (25°46'06"N., 80°05'00"W.).  
(LL/03) 20/03

Page 321—Paragraph 159, line 10; read:  
Key West Northwest Channel Entrance Lighted Bell Buoy 1 (24°43'32"N., 81°53'58"W.).  
(LL/03) 20/03

Page 327—Paragraph 83, lines 2 to 3; read:  
is down **Bay River** to Neuse River Junction Light (35°08'47"N., 76°30'11"W.) off **Maw Point Shoal** at **Mile 167.1**, then up the ...  
(LL/03) 20/03

Page 341—Paragraph 362, lines 4 to 5; read:  
available. A depth of 6.5 feet was reported in the approach in 2002. The harbor master may be ...  
(CL 631/03) 20/03

Page 344—Paragraph 416, line 3; read:  
depth of 7 feet in December 2002. Berths, gasoline, diesel fuel, pump-out station, electricity, ...  
(CL 626/03) 20/03

Page 344—Paragraph 426, line 15; read:  
December 2002, a depth of 6 feet was reported alongside the ...  
(CL 628/03) 20/03

**COAST PILOT 4                      34 Ed 2002                      Change No. 23**

Page 244—Paragraph 195, line 5 to Paragraph 196, line 2; read:  
pump-out station, launching ramp, marine supplies, wet and dry storage and engine repairs are available. In 2002, depths of 20 feet were reported alongside the berths. A marina, about 500 yards northeast of the municipal marina, has berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, marine supplies, wet storage and engine repairs

**COAST PILOT 4 (Continued)**

available. In 1983, good anchorage for small craft was reported on the east side of the river just northward of the municipal marina.

**Special anchorage areas** are across the river from the marinas. (See **110.1 and 110.72d**, chapter 2, for limits and ... (CL 15/03; NOS 11518) 20/03

Page 249—Paragraph 39, line 5; read:

diesel fuel, water and ice can be obtained in an emergency.

On the south shore of the Morgan River, west of Jenkins Creek, a marina has berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, launching ramp and wet and dry storage. Hull, engine and electronic repairs can be made; a 35-ton lift is available.

(CL 2282/02) 20/03

Page 329—Paragraph 118, lines 3 to 5; read:

water, ice, marine supplies, a launching ramp, wet and dry storage, pump-out station and a 75-ton lift. Engine, radio and electronic repairs are available. In 2000, a depth of 9 feet was reported in the approach and alongside the berths.

At **Mile 311.3**, a marina on the west side of the waterway provides berths with electricity, gasoline, diesel fuel, water, ice, pump-out station and a launching ramp.

(CL 1534/00; CL 394/03) 20/03

Page 334—Paragraph 219, lines 2 to 4; read:

reported depths of 10 feet alongside in 2003. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station and wet storage are available.

(CL 260/03) 20/03

Page 335—Paragraph 243, lines 2 to 3; read:

of the bridge. Berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, a launching ramp, marine supplies and wet and dry storage are available. Engine and electronic repairs can be made; a 20-ton lift and a marine railway for craft up to 40 feet are available.

At **Mile 749.2**, a fixed highway bridge with a clearance of 65 feet crosses the creek.

(CL 2319/02; NOS 11489) 20/03

**COAST PILOT 4      34 Ed 2002      Change No. 24**

Page 256—Paragraph 124, line 2; read:

**the Eugene Talmadge Memorial Bridge:**

**Southern LNG, Savannah Wharf** (32°05'15"N., 80°59'30"W.): service platform 66 by 70 feet, unloading platform 96 by 20 feet; 39 feet alongside; 1,255 feet of berthing space with dolphins; deck height, 21 feet; 1,255 feet of berthing space with dolphins; deck height, 21 feet; cranes to 12 tons with 80-foot boom; pipelines extend to storage tanks with 1.2-million barrel capacity; receipt of liquefied natural gas; owned and operated by Southern LNG, Inc.

(PS 14/00; CL 679/03; NOS/03) 20/03

Page 282—Paragraph 124, lines 2 to 11; read:

in Jacksonville. The municipal marina at Metro Park is on

the north side of the river about 1.2 miles west of Commodore Point. Additionally, the city has floating docks at the Jacksonville Landing along the north side of the river between Main Street and Acosta bridges. A city dockmaster may be reached at 904-630-0839. Public restrooms are at Jacksonville Landing and Metro Park. A large illuminated fountain is in a city park on the south bank of the river between the Main Street and Acosta bridges. Small-craft should exercise caution, as currents become quite strong in this section of the river. There are a number of other modern well-equipped marinas and boatyards in Jacksonville; the major facilities are on the intracoastal waterway, Ortega River and Trout River. Supplies, services, and repairs are available for ...

(CL 219/03) 20/03

Page 297—Paragraph 181; read:

The municipal pier, 400 yards southeast of the Roosevelt bascule bridge, has berthage for 12 boats. In 2002, the reported channel and alongside depth was 3.5 feet. On the east bank of the North Fork of the St. Lucie River, 1,200 yards north of the Roosevelt bascule bridge, a yacht sales facility offers maintenance services and fuel deliveries. A travel lift is available.

(CL 219/03) 20/03

Page 342—Paragraph 388, line 3; read:

at **Mile 7.7** and trends southward into St. Lucie Canal.

A **special anchorage** is east of the waterway at **Mile 7.6**. (See **110.1 and 110.73(c)**, chapter 2, for limits and regulations.)

(CL 219/03) 20/03

Page 342—Paragraph 389, lines 2 to 12; read:

South Fork. The fixed highway bridge over the waterway here has a clearance of 54 feet. The overhead power cable just north of the bridge a clearance of 55 feet. During periods of high water in Lake Okeechobee, shoaling may occur in the vicinity of the bridge. Several small-craft facilities are on the east bank of the river, just south of the fixed highway bridge. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, wet and dry storage, launching ramps and a 70-ton mobile lift are available. Hull, engine and electronic repairs can be made.

(CL 2314/02, CL 2232/02; NOS 11428) 20/03

Page 343—Paragraph 400, lines 2 to 7; read:

where berths with electricity, gasoline, diesel fuel, water, ice, pump-out station, dry storage, and marine supplies are available. There is a launching ramp and a 30-ton marine lift. In December 2002, the reported controlling depth in ...

(CL 129/03) 20/03

Page 345—Paragraph 438, lines 2 to 5; read:

where berths with electricity, gasoline, water, ice, wet and dry storage, some marine supplies, a 10-ton portable lift, and hull and engine repairs are available. A depth of 6 feet was reported alongside in December 2002.

(CL 2279/02) 20/03

**COAST PILOT 4 (Continued)**

Page 345—Paragraph 439, lines 6 to 8; read:  
a small-craft facility where wet and dry storage and a 150-ton mobile lift are available; hull, engine and electronic repairs can be made. Small craft can be put in freshwater ...  
(CL 1272/02) 20/03

**COAST PILOT 4            34 Ed 2002            Change No. 25**

Page 130—Paragraph 3033, line 3; read:  
agencies as he may designate.

**TITLE 40—PROTECTION OF ENVIRONMENT****Part 140—Marine Sanitation Device Standard****§140.1 Definitions.**

For the purpose of these standards the following definitions shall apply:

(a) *Sewage* means human body wastes and the wastes from toilets and other receptacles intended to receive or retain body wastes;

(b) *Discharge* includes, but is not limited to, any spilling, leaking, pumping, pouring, emitting, emptying, or dumping;

(c) *Marine sanitation device* includes any equipment for installation onboard a vessel and which is designed to receive, retain, treat, or discharge sewage and any process to treat such sewage;

(d) *Vessel* includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on waters of the United States;

(e) *New vessel* refers to any vessel on which construction was initiated on or after January 30, 1975;

(f) *Existing vessel* refers to any vessel on which construction was initiated before January 30, 1975;

(g) *Fecal coliform bacteria* are those organisms associated with the intestines of warm-blooded animals that are commonly used to indicate the presence of fecal material and the potential presence of organisms capable of causing human disease.

**§140.2 Scope of standard.**

The standard adopted herein applies only to vessels on which a marine sanitation device has been installed. The standard does not require the installation of a marine sanitation device on any vessel that is not so equipped. The standard applies to vessels owned and operated by the United States unless the Secretary of Defense finds that compliance would not be in the interest of national security.

**§140.3 Standard.**

(a)(1) In freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine sanitation devices certified by the U.S. Coast Guard (see 33 CFR part 159, published in 40 FR 4622, January 30, 1975), installed on all vessels shall be designed and operated to pre-

vent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage. This shall not be construed to prohibit the carriage of Coast Guard-certified flow-through treatment devices which have been secured so as to prevent such discharges.

(2) In all other waters, Coast Guard-certified marine sanitation devices installed on all vessels shall be designed and operated to either retain, dispose of, or discharge sewage. If the device has a discharge, subject to paragraph (d) of this section, the effluent shall not have a fecal coliform bacterial count of greater than 1,000 per 100 milliliters nor visible floating solids. Waters where a Coast Guard-certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and inter-connected waterways, fresh-water lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation.

(b) This standard shall become effective on January 30, 1977 for new vessels and on January 30, 1980 for existing vessels (or, in the case of vessels owned and operated by the Department of Defense, two years and five years, for new and existing vessels, respectively, after promulgation of implementing regulations by the Secretary of Defense under section 312(d) of the Act).

(c) Any vessel which is equipped as of the date of promulgation of this regulation with a Coast Guard-certified flow-through marine sanitation device meeting the requirements of paragraph (a)(2) of this section, shall not be required to comply with the provisions designed to prevent the overboard discharge of sewage, treated or untreated, in paragraph (a)(1) of this section, for the operable life of that device.

(d) After January 30, 1980, subject to paragraphs (e) and (f) of this section, marine sanitation devices on all vessels on waters that are not subject to a prohibition of the overboard discharge of sewage, treated or untreated, as specified in paragraph (a)(1) of this section, shall be designed and operated to either retain, dispose of, or discharge sewage, and shall be certified by the U.S. Coast Guard. If the device has a discharge, the effluent shall not have a fecal coliform bacterial count of greater than 200 per 100 milliliters, nor suspended solids greater than 150 mg/l.

(e) Any existing vessel on waters not subject to a prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and which is equipped with a certified device on or before January 30, 1978, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(f) Any new vessel on waters not subject to the prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and on which construction is initiated before January 31, 1980, which is equipped with a marine sanitation device before January 31, 1980, certified under paragraph (a)(2) of this section, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(g) The degrees of treatment described in paragraphs (a) and (d) of this section are “appropriate standards” for purposes of Coast Guard and Department of Defense certifica-



**COAST PILOT 4 (Continued)**

tion pursuant to section 312(g)(2) of the Act.

**§140.4 Complete prohibition.**

(a) Prohibition pursuant to CWA section 312(f)(3): a State may completely prohibit the discharge from all vessels of any sewage, whether treated or not, into some or all of the waters within such State by making a written application to the Administrator, Environmental Protection Agency, and by receiving the Administrator's affirmative determination pursuant to section 312(f)(3) of the Act. Upon receipt of an application under section 312(f)(3) of the Act, the Administrator will determine within 90 days whether adequate facilities for the safe and sanitary removal and treatment of sewage from all vessels using such waters are reasonably available. Applications made by States pursuant to section 312(f)(3) of the Act shall include:

- (1) A certification that the protection and enhancement of the waters described in the petition require greater environmental protection than the applicable Federal standard;
- (2) A map showing the location of commercial and recreational pump-out facilities;
- (3) A description of the location of pump-out facilities within waters designated for no discharge;
- (4) The general schedule of operating hours of the pump-out facilities;
- (5) The draught requirements on vessels that may be excluded because of insufficient water depth adjacent to the facility;
- (6) Information indicating that treatment of wastes from such pump-out facilities is in conformance with Federal law; and
- (7) Information on vessel population and vessel usage of the subject waters.

(b) Prohibition pursuant to CWA section 312(f)(4)(A): a State may make a written application to the Administrator, Environmental Protection Agency, under section 312(f)(4)(A) of the Act, for the issuance of a regulation completely prohibiting discharge from a vessel of any sewage, whether treated or not, into particular waters of the United States or specified portions thereof, which waters are located within the boundaries of such State. Such application shall specify with particularly the waters, or portions thereof, for which a complete prohibition is desired. The application shall include identification of water recreational areas, drinking water intakes, aquatic sanctuaries, identifiable fish-spawning and nursery areas, and areas of intensive boating activities. If, on the basis of the State's application and any other information available to him, the Administrator is unable to make a finding that the waters listed in the application require a complete prohibition of any discharge in the waters or portions thereof covered by the application, he shall state the reasons why he cannot make such a finding, and shall deny the application. If the Administrator makes a finding that the waters listed in the application require a complete prohibition of any discharge in all or any part of the waters or portions thereof covered by the State's application, he shall publish notice of such findings together with a notice of proposed rule making, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that applicable water quality standards require a complete

prohibition covering a more restricted or more expanded area than that applied for by the State, he shall state the reasons why his finding differs in scope from that requested in the State's application.

(1) For the following waters the discharge from a vessel of any sewage (whether treated or not) is completely prohibited pursuant to CWA section 312(f)(4)(A):

(i) Boundary Waters Canoe Area, formerly designated as the Superior, Little Indian Sioux, and Caribou Roadless Areas, in the Superior National Forest, Minnesota, as described in 16 U.S.C. 577-577d1.

(ii) Waters of the State of Florida within the boundaries of the Florida Keys National Marine Sanctuary as delineated on a map of the Sanctuary at <http://www.fknms.nos.noaa.gov/>.

(c)(1) Prohibition pursuant to CWA section 312(f)(4)(B): A State may make written application to the Administrator of the Environmental Protection Agency under section 312(f)(4)(B) of the Act for the issuance of a regulation establishing a drinking water intake no discharge zone which completely prohibits discharge from a vessel of any sewage, whether treated or untreated, into that zone in particular waters, or portions thereof, within such State. Such application shall:

- (i) Identify and describe exactly and in detail the location of the drinking water supply intake(s) and the community served by the intake(s), including average and maximum expected amounts of inflow;
- (ii) Specify and describe exactly and in detail, the waters, or portions thereof, for which a complete prohibition is desired, and where appropriate, average, maximum and low flows in million gallons per day (MGD) or the metric equivalent;
- (iii) Include a map, either a USGS topographic quadrant map or a NOAA nautical chart, as applicable, clearly marking by latitude and longitude the waters or portions thereof to be designated a drinking water intake zone; and
- (iv) Include a statement of basis justifying the size of the requested drinking water intake zone, for example, identifying areas of intensive boating activities.

(2) If the Administrator finds that a complete prohibition is appropriate under this paragraph, he or she shall publish notice of such finding together with a notice of proposed rulemaking, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that a complete prohibition covering a more restricted or more expanded area than that applied for by the State is appropriate, he or she shall also include a statement of the reasons why the finding differs in scope from that requested in the State's application.

(3) If the Administrator finds that a complete prohibition is inappropriate under this paragraph, he or she shall deny the application and state the reasons for such denial.

(4) For the following waters the discharge from a vessel of any sewage, whether treated or not, is completely prohibited pursuant to CWA section 312(f)(4)(B):

(i) Two portions of the Hudson River in New York State, the first is bounded by an east-west line through the most northern confluence of the Mohawk River

**COAST PILOT 4 (Continued)**

which will be designated by the Troy-Waterford Bridge (126th Street Bridge) on the south and Lock 2 on the north, and the second of which is bounded on the north by the southern end of Houghtaling Island and on the south by a line between the Village of Roseton on the western shore and Low Point on the eastern shore in the vicinity of Chelsea, as described in Items 2 and 3 of 6 NYCRR Part 858.4.

(ii) [Reserved]

**§140.5 Analytical procedures.**

In determining the composition and quality of effluent discharge from marine sanitation devices, the procedures contained in 40 CFR part 136, "Guidelines Establishing Test Procedures for the Analysis of Pollutants," or subsequent revisions or amendments thereto, shall be employed.

(40 CFR 140)

20/03

**COAST PILOT 5                      30 Ed 2003                      Change No. 14  
LAST NM 18/03**

Page 146—Paragraph 3626; read:

(viii) *South Atlantic rock shrimp*. (A) For a person aboard a vessel to fish for rock shrimp in the South Atlantic EEZ or possess rock shrimp in or from the South Atlantic EEZ, a commercial vessel permit for rock shrimp must be issued to the vessel and must be on board. (See paragraph (a)(5) of this section for the requirements for operator permits for the South Atlantic rock shrimp fishery.)

(B) In addition, effective July 15, 2003, for a person aboard a vessel to fish for rock shrimp in the South Atlantic EEZ off Georgia or off Florida or possess rock shrimp in or from the South Atlantic EEZ off Georgia or off Florida, a limited access endorsement for South Atlantic rock shrimp must be issued to the vessel and must be on board. See §622.19 for limitations on the issuance, transfer, renewal, and reissuance of a limited access endorsement for South Atlantic rock shrimp.

(FR 1/16/03)

20/03

Page 147—Paragraph 3637, line 10; read:  
state(s).

(5) *Operator permits*. (i) Effective May 16, 2003, for a person to be an operator of a vessel fishing for rock shrimp in the South Atlantic EEZ or possessing rock shrimp in or from the South Atlantic EEZ, or to be an operator of a vessel that has a valid permit for South Atlantic rock shrimp issued under this section, such person must have and carry on board a valid operator permit and one other form of personal identification that includes a picture (driver's license, passport, etc.).

(ii) An owner of a vessel that fishes for rock shrimp in the South Atlantic EEZ or possesses rock shrimp in or from the South Atlantic EEZ, and an owner of a vessel that has a valid permit for rock shrimp issued under this section, must ensure that at least one person with a valid operator permit for the South Atlantic rock shrimp fishery is aboard while the vessel is at sea or offloading.

(FR 1/16/03)

20/03

Page 172—Paragraph 4245, lines 4 to 5; read:

Office, Southeast Area, St. Petersburg, FL, telephone 727-570-5344.

(50 CFR 622.41)

20/03

Page 174—Paragraph 4293, line 1; read:

(g) *Penaeid shrimp in the South Atlantic*—(1) BRD requirement.

(FR 1/16/03)

20/03

Page 175—Paragraph 4314, line 12; read:

snout, or mouth.

(j) *Rock shrimp in the South Atlantic off Georgia and Florida*. The minimum mesh size for the cod end of a rock shrimp trawl net in the South Atlantic EEZ off Georgia and Florida is 1 7/8 inches (4.8 cm), stretched mesh. This minimum mesh size is required in at least the last 40 meshes forward of the cod end drawstring (tie-off rings), and smaller-mesh bags liners are not allowed. A vessel that has a trawl net on board that does not meet these requirements may not possess a rock shrimp in or from the South Atlantic EEZ off Georgia and Florida.

(FR 1/16/03)

20/03

Page 205—Paragraph 23, lines 2 to 3; read:

Key West Harbor and the Gulf of Mexico. In May 2002, the midchannel controlling depth was 10 feet. Vessels can pass directly ...

(BP 177612)

20/03

Page 295—Paragraph 72, line 12; read:

generally made in advance by telephone (504-456-0787) or

...

(CL 624/03)

20/03

Page 297—Paragraph 120, lines 4 to 6; read:

Sound is protected by jetties. In January 2003, the controlling depth was 14 feet across the bar in Breton Sound; thence 1997-January 2003, 11 feet to the Mississippi River. The channel is marked by ...

(DDs 3736-37)

20/03

Page 305—Paragraphs 270 to 273; read:

Julia Street Wharf (29°56'32"N., 90°03'40"W.): 1,189-foot face; 35 feet alongside; deck height, 22 feet; boarding and discharge of cruise ship passengers; mooring transient cruise ships; owned and operated by Board of Commissioners of the Port of New Orleans.

Erato Street Wharf (29°56'19"N., 90°03'39"W.): 1,067-foot face; 35 feet alongside; deck height, 22 feet; occasional mooring of cruise ships and other vessels; owned and operated by Board of Commissioners of the Port of New Orleans.

Thalia Street Wharf (29°56'13"N., 90°03'39"W.): 860-foot face; 35 feet alongside; deck height, 22 feet; occasional mooring of transient vessels; owned and operated by Board of Commissioners of the Port of New Orleans.

Robins Street Wharf (29°56'04"N., 90°03'40"W.): 1,216-foot face; 35 feet alongside; deck height, 22 feet; 157,000 square feet of covered storage; passenger landing for excursion

**COAST PILOT 5 (Continued)**

sion vessels; owned by Board of Commissioners of the Port of New Orleans and operated by Delta Queen Steamboat Co. (PS 20/02; CL 543/02) 20/03

**COAST PILOT 5                      30 Ed 2003                      Change No. 15**

Page 148—Paragraphs 3671 to 3675; read:

(f) *Duration.* A permit remains valid for the period specified on it unless it is revoked, suspended, or modified pursuant to subpart D of 15 CFR part 904 or, in the case of a vessel or dealer permit, the vessel or dealership is sold.

(g) *Transfer—(1) Vessel permits, licenses, and endorsements and dealer permits.* A vessel permit, license, or endorsement or a dealer permit issued under this section is not transferable or assignable, except as provided in paragraph (m) of this section for a commercial vessel permit for Gulf reef fish, in paragraph (n) of this section for a fish trap endorsement, in paragraph (o) of this section for a Gulf king mackerel gillnet endorsement, in paragraph (p) of this section for a red snapper license, in paragraph (q) of this section for a king mackerel permit, in paragraph (r) of this section for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish or Gulf reef fish, in §622.17(c) for a commercial vessel permit for golden crab, in §622.18(e) for a commercial vessel permit for South Atlantic snapper-groupers, or in §622.19(e) for a commercial vessel permit for South Atlantic rock shrimp. A person who acquires a vessel or dealership who desires to conduct activities for which a permit, license, or endorsement is required must apply for a permit, license, or endorsement in accordance with the provisions of this section. If the acquired vessel or dealership is currently permitted, the application must be accompanied by the original permit and a copy of a signed bill of sale or equivalent acquisition papers.

(2) *Operator permits.* An operator permit is not transferable.

(h) *Renewal—(1) Vessel permits, licenses, and endorsements and dealer permits.* Although a vessel permit, license, or endorsement or a dealer permit required by this section is issued on an annual basis, an application for its renewal is required only every 2 years. In the interim years, renewal is automatic (without application) for a vessel owner or a dealer who has met the specific requirements for the requested permit, license, or endorsement; who has submitted all reports required under the Magnuson-Stevens Act; and who is not subject to a sanction or denial under paragraph (j) of this section. An owner or dealer whose permit, license, or endorsement is expiring will be mailed a notification by the RA approximately 2 months prior to its expiration. That notification will advise the status of the renewal. That is, the notification will advise that the renewal will be issued without further action by the owner or dealer (automatic renewal); that the permit, license, or endorsement is ineligible for automatic renewal; or that a new application is required.

(i) *If eligible for automatic renewal.* If the RA's notification indicates that the owner's or dealer's permit, license, or endorsement is eligible for automatic renewal, the RA will mail the automatically renewed permit, license, or endorsement approximately 1 month

prior to expiration of the old permit, license, or endorsement.

(ii) *If ineligible for automatic renewal.* If the RA's notification indicates that the owner's or dealer's permit, license, or endorsement is ineligible for automatic renewal, the notification will specify the reasons and will provide an opportunity for correction of any deficiencies. If the owner or dealer does not correct such deficiencies within 60 days after the date of the RA's notification, the renewal will be considered abandoned. A permit, license, or endorsement that is not renewed with the applicable deadline will not be reissued.

(iii) *If new application is required.* If the RA's notification indicates that a new application is required, the notification will include a preprinted renewal application. If the RA receives an incomplete application, the RA will notify the applicant of the deficiency. If the applicant fails to correct the deficiency within 30 days of the date of the RA's letter of notification, the application will be considered abandoned. A permit, license, or endorsement that is not renewed within the applicable deadline will not be reissued.

(iv) *If notification is not received.* A vessel owner or dealer must contact the RA if he/she does not receive a notification from the RA regarding status of renewal of a permit, license, or endorsement by 45 days prior to expiration of the current permit.

(2) *Operator permits.* An operator permit required by this section is issued for a period not longer than 3 years. A permit not renewed immediately upon its expiration would expire at the end of the operator's birth month that is between 2 and 3 years after issuance. For renewal, a new application must be submitted in accordance with paragraph (b)(4) of this section.

(i) *Display.* A vessel permit, license, or endorsement issued under this section must be carried on board the vessel. A dealer permit issued under this section, or a copy thereof, must be available on the dealer's premises. In addition, a copy of the dealer's permit must accompany each vehicle that is used to pick up from a fishing vessel reef fish harvested from the Gulf EEZ. The operator of a vessel must present the vessel permit, license, or endorsement for inspection upon the request of an authorized officer. A dealer or a vehicle operator must present the permit or a copy for inspection upon the request of an authorized officer. An operator of a vessel in the South Atlantic rock shrimp fishery must present his/her operator permit and one other form of personal identification that includes a picture (driver's license, passport, etc.) for inspection upon the request of an authorized officer.

(j) *Sanctions and denials.* (1) A permit, license, or endorsement issued pursuant to this section may be revoked, suspended, or modified, and a permit, license, or endorsement application may be denied, in accordance with the procedures governing enforcement-related permit sanctions and denials found at subpart D of 15 CFR part 904.

(2) A person whose operator permit is suspended, revoked, or modified may not be aboard any fishing vessel subject to Federal fishing regulations in any capacity, if so sanctioned by NOAA, while the vessel is at sea or offload-

**COAST PILOT 5 (Continued)**

ing. The vessel's owner and operator are responsible for compliance with this measure. A list of operators whose permits are revoked or suspended may be obtained from the RA.

(FR 1/16/03)

20/03

**COAST PILOT 5                      30 Ed 2003                      Change No. 16**

Page 148—Paragraph 3666, line 5 to Paragraph 3667; read: color code).

(4) *Operator permits.* An applicant for an operator permit must provide the following:

(i) Name, address, telephone number, and other identifying information specified on the application.

(ii) Two recent (no more than 1-yr old), color, passport-size photographs.

(iii) Any other information that may be necessary for the issuance or administration of the permit, as specified on the application form.

(c) *Change in application information.* The owner or operator of a vessel with a permit, a person with a coral permit, a person with an operator permit, or a dealer with a permit must notify the RA within 30 days after any change in the application information specified in paragraph (b) of this section. The permit is void if any change in the information is not reported within 30 days.

(FR 1/16/03)

20/03

Page 148—Paragraph 3677; read:

(1) *Replacement.* A replacement permit, license, or endorsement may be issued. An application for a replacement permit, license, or endorsement is not considered a new application. An application for a replacement operator permit must include two new photographs, as specified in paragraph (b)(4)(ii) of this section.

(FR 1/16/03)

20/03

Page 155—Paragraph 3581, line 3; read: catch and distribution of golden crab for that trip.

**§622.9 Vessel monitoring systems (VMSs).**

(a) *Requirement for use.* As of October 14, 2003 or 90 days after NMFS publishes in the **Federal Register**, the list of approved transmitting units and associated communications service providers, whichever is later, an owner or operator of a vessel that has been issued a limited access endorsement for South Atlantic rock shrimp must ensure that such vessel has a NMFS-approved, operating VMS on board when on a trip in the South Atlantic. An operating VMS includes an operating mobile transmitting unit on the vessel and a functioning communication link between the unit and NMFS as provided by a NMFS-approved communication service provider.

(b) *Installing and activating the VMS.* Only a VMS that has been approved by NMFS for use in the South Atlantic rock shrimp fishery may be used. When installing and activating the NMFS-approved VMS, or when reinstalling and reactivating such VMS, the vessel owner or operator must—

(1) Follow procedures indicated on an installation and

activation checklist, which is available from NMFS, Office of Enforcement, Southeast Region, St. Petersburg, FL; phone 727-570-5344; and

(2) Submit to NMFS, Office of Enforcement, Southeast Region, St. Petersburg, FL, a statement certifying compliance with the checklist, as prescribed on the checklist.

(c) *Interference with the VMS.* No person may interfere with, tamper with, alter, damage, disable, or impede the operation of the VMS, or attempt any of the same.

(d) *Interruption of operation of the VMS.* When a vessel's VMS is not operating properly, the owner or operator must immediately contact NMFS, Office of Enforcement, Southeast Region, St. Petersburg, FL, and follow instructions from that office. If notified by NMFS that a vessel's VMS is not operating properly, the owner and operator must follow instructions from that office. In either event, such instructions may include, but are not limited to, manually communicating to a location designated by NMFS the vessel's positions or returning to port until the VMS is operable.

(e) *Access to position data.* As a condition of authorized fishing for or possession of South Atlantic rock shrimp in or from the South Atlantic EEZ, a vessel owner or operator subject to the requirements for a VMS in this section must allow NMFS, the USCG, and their authorized officers and designees access to the vessel's position data obtained from the VMS.

(FR 1/16/03)

20/03

Page 155—Paragraphs 3809 to 3810; read:

(b) Falsify information on an application for a permit, license, or endorsement or submitted in support of such application, as specified in §622.4(b), (g), (p), (q), or (r) in §§622.18 or 622.19.

(c) Fail to display a permit, license, or endorsement, or other required identification, as specified in §622.4(i).

(FR 1/16/03)

20/03

Page 155—Paragraphs 3838 to 3840; read:

(z) Fish for or possess golden crab in or from a fishing zone or sub-zone of the South Atlantic EEZ other than the zone or sub-zone for which the vessel is permitted or authorized, as specified in §622.17(b).

(aa) Falsify information submitted regarding an application for testing a BRD, testing of a BRD, or the results of such testing, as specified in §622.41(g)(3)(i) or (h)(3).

(bb) Make a false statement, oral or written, to an authorized officer regarding the installation, use, operation, or maintenance of a vessel monitoring system (VMS) unit or communication service provider.

(cc) Operator or own a vessel that is required to have a permitted operate aboard when the vessel is at sea or offloading without such operator aboard, as specified in §622.4(a)(5)(i) and (ii).

(dd) When a vessel that is subject to Federal fishing regulations is at sea or offloading, own or operate such vessel with a person aboard whose operator permit is revoked, suspended, or modified.

(ee) Fail to comply with any provision related to a vessel monitoring system as specified in §622.9, including but not limited to, requirements for use, installation, activation,

**COAST PILOT 5 (Continued)**

access to data, procedures related to interruption of VMS operation, and prohibitions on interference with the VMS.  
(FR 1/16/03; 50 CFR 622) 20/03

**COAST PILOT 5      30 Ed 2003      Change No. 17**

Page 161—Paragraph 3960, line 4; read:  
within 60 days of the permit's expiration date.

**§622.19 South Atlantic rock shrimp limited access.**

(a) *Applicability.* Effective July 15, 2003, for a person aboard a vessel to fish for rock shrimp in the South Atlantic EEZ off Georgia or off Florida or possess rock shrimp in or from the South Atlantic EEZ off Georgia or off Florida, a limited access endorsement for South Atlantic rock shrimp must be issued to the vessel and must be on board.

(b) *Initial eligibility.* A vessel is eligible for an initial limited access endorsement for South Atlantic rock shrimp if the owner—

(1) Owned a vessel with a Federal permit for South Atlantic rock shrimp on or before December 31, 2000, and

(2) Landed at least 15,000 lbs (6,804 kg) of South Atlantic rock shrimp in any one of the calendar years 1996 through 2000 from a vessel that he/she owned.

(c) *Determinations of eligibility—(1) Permit history.* The sole basis for determining whether a vessel had a Federal permit for South Atlantic rock shrimp, and that vessel's owner during the time it was permitted, is the RA's permit records. A person who believes he/she meets the permit history criterion based on ownership of a vessel under a different name, as may have occurred when ownership changed from individual to corporate or vice versa, must document his/her ownership.

(2) *Landings.* (i) Landings of rock shrimp from the South Atlantic EEZ during the qualifying period are verified from landings data that were submitted on or before January 31, 2001 and are in state on Federal database systems; no additional landings data will be accepted.

(ii) Only landings when a vessel had a valid Federal permit for rock shrimp, that were harvested from the South Atlantic EEZ, and that were landed and sold in compliance with state and Federal regulations will be used to establish eligibility.

(iii) For the purpose of eligibility for an initial limited access endorsement for South Atlantic rock shrimp, the owner of a vessel that had a permit for South Atlantic rock shrimp during the qualifying period retains the rock shrimp landings record of that vessel during the time of his/her ownership, unless, prior to January 16, 2003, a sale of the vessel includes a written agreement that credit for qualifying landings is transferred to the new owner. Qualifying landings are landings of at least 15,000 lb (6,804 kg) of rock shrimp harvested from the South Atlantic EEZ in any one of the calendar years 1996 through 2000. Such transfer of credit must be for vessel's entire record of landings of rock shrimp from the South Atlantic during the time of the seller's ownership; no partial transfers are allowed.

(d) *Implementation procedures—(1) Notification of status.* On or about March 17, 2003, the RA will notify each owner

of a vessel that had a permit for South Atlantic rock shrimp on or before December 31, 2000, and each owner of a vessel currently permitted for South Atlantic rock shrimp, of the RA's initial determination of eligibility for a limited access endorsement for South Atlantic rock shrimp. The notification will include a determination regarding the 15,000-lb (6,804-kg) threshold level for endorsement. If the landings in the combined state and Federal databases do not meet the 15,000-lb (6,804-kg) threshold for any of the qualifying years, the landings in each of the qualifying years, as shown in those databases, will be included. Each notification will include an application for such endorsement. Addresses for notifications will be based on the RA's permit records. Each owner of a vessel that had a permit for South Atlantic rock shrimp on or before December 31, 2000, and each owner of a currently permitted vessel, who does not receive notification by April 1, 2003 must advise the RA of non-receipt within 15 days thereafter.

(2) *Applications.* (i) An owner of a vessel who desires a limited access endorsement for South Atlantic rock shrimp must submit an application for such endorsement post-marked or hand-delivered not later than May 16, 2003. Failure to apply in a timely manner will preclude issuance of an endorsement even if the vessel owner meets the eligibility criteria for the endorsement.

(ii) An applicant who agrees with the RA's initial determination of eligibility does not need to provide documentation of eligibility with his/her application.

(iii) An applicant who disagrees with the RA's initial determination of eligibility must provide documentation of eligibility with his/her application. Such documentation must include the name and official number of the vessel permitted for South Atlantic rock shrimp and the dates, quantities, trip tickets, and purchasing dealers for specific landings claimed for the vessel. In addition, if an owner's application for a limited access endorsement is based on qualifying landings that were transferred to him/her through a written agreement, as discussed in paragraph (c)(2)(iii) of this section, the application must be accompanied by a copy of that agreement and a statement of the cost associated with obtaining the catch history. Documentation and other information submitted on or with an application are subject to verification by comparison with state or Federal records and information. If such documentation and information cannot be verified from state or Federal records and information, the documentation and other information will be rejected. Submission of false documentation or information may disqualify an owner from obtaining an initial limited access endorsement for South Atlantic rock shrimp and is a violation of the regulations in this part.

(iv) If an application that is postmarked or hand delivered in a timely manner is incomplete, the RA will notify the applicant of the deficiency. If the applicant fails to correct the deficiency within 20 days of the date of the RA's notification, the application will be considered abandoned.

(3) *Issuance.* If a complete application is submitted in a timely manner and the eligibility requirements specified in paragraph (b) of this section are met, the RA will take

## COAST PILOT 5 (Continued)

action as follows:

(i) If a qualified applicant owns a vessel that has a valid permit for South Atlantic rock shrimp, the RA will issue an initial limited access endorsement for South Atlantic rock shrimp and mail it to the vessel owner prior to July 15, 2003.

(ii) If a qualified applicant does not currently own a vessel, the RA will inform him/her of qualification, but no endorsement will be issued. Such qualified applicant must apply for a permit and endorsement for a vessel that he/she owns, or transfer the rights to the endorsement to an owner of a vessel, prior to July 15, 2005. After that date, the rights to an initial limited access endorsement for South Atlantic rock shrimp that were based on the qualification will expire. A qualified applicant who desires to transfer the rights to an initial endorsement to the owner of a vessel must submit an application requesting such transfer to the RA. Such transfer of rights will include transfer of credit for the vessel's entire record of landings of rock shrimp from the South Atlantic during the time of the qualified applicant's ownership.

(4) *Reconsideration.* (i) If the eligibility requirements specified in paragraph (b) of this section are not met, the RA will notify applicant, in writing, not later than July 16, 2003. The notification will include the reason for the determination that the eligibility requirements were not met. An applicant may request reconsideration of the RA's determination regarding initial endorsement eligibility by submitting a written request for reconsideration to the RA. Such request must be postmarked or hand-delivered not later than September 15, 2003 and must provide additional written documentation supporting eligibility for the endorsement.

(ii) Upon receipt of a request for reconsideration, the RA will forward the initial application, the RA's response to that application, the request for reconsideration, and pertinent records to an Application Oversight Board consisting of state directors (or their designees) from each state in the Council's area of jurisdiction. Upon request, a vessel owner may make a personal appearance before the Application Oversight Board.

(iii) If reconsideration by the Application Oversight Board is requested, such request constitutes the applicant's written authorization under section 402(b)(1)(F) of the Magnuson-Stevens Act for the RA to make available to the members of the Application Oversight Board such confidential catch and other records as are pertinent to the matter under reconsideration.

(iv) The Application Oversight Board may only deliberate whether the eligibility criteria specified in paragraph (b) of this section were applied correctly in the applicant's case, based solely on the available record, including documentation submitted by the applicant. The Application Oversight Board may not consider whether an applicant should have been eligible for a vessel permit because of hardship or other factors. The Application Oversight Board members will provide individual recommendations for each application for reconsideration to the RA.

(v) The RA will make a final decision based on the eligibility criteria specified in paragraph (b) of this section and the available record, including documentation submitted by the applicant, and the recommendations and comments from members of the Application Oversight Board. The RA may not consider whether an applicant should have been eligible for a vessel permit because of hardship or other factors. The RA will notify the applicant of the decision and the reason for it, in writing, within 15 days of receiving the recommendations from the Application Oversight Board members. The RA's decision will constitute the final administrative action by NMFS.

(e) *Transfer of an endorsement.* A limited access endorsement for South Atlantic rock shrimp is valid only for the vessel and owner named on the permit/endorsement. To change either the vessel or the owner, and application for transfer must be submitted to the RA. An owner of a vessel with an endorsement may request that the RA transfer the endorsement to another vessel owned by the same entry, to the same vessel owned by another entity, or to another vessel with another owner. A transfer of an endorsement under this paragraph will include the transfer of the vessel's entire catch history of South Atlantic rock shrimp to a new owner; no partial transfers are allowed.

(f) *Renewal.* The RA will not reissue a limited access endorsement for South Atlantic rock shrimp if the endorsement is revoked or if the RA does not receive a complete application for renewal of the endorsement within 1 year after the endorsement's expiration date.

(g) *Non-renewal of inactive endorsements.* In addition to the sanctions and denials specified in §622.4(j)(1), a limited access endorsement for South Atlantic rock shrimp that is inactive for a period of 4 consecutive calendar years will not be renewed. For the purpose of this paragraph, "inactive" means that the vessel with the endorsement has not landed at least 15,000 lb (6,804 kg) of rock shrimp from the South Atlantic EEZ in a calendar year.

(h) *Reissuance of non-renewed permits.* A permit that is not renewed under paragraph (g) of this section will be made available to a vessel owner randomly selected from a list of owners who had documented landings of rock shrimp from the South Atlantic EEZ prior to 1996 but who did not qualify for an initial limited access endorsement. To be placed on the list, an owner must submit a written request to the RA postmarked or hand-delivered not later than January 16, 2004. The written request must contain documentation of each specific landing claimed, i.e., date, quantity of rock shrimp, name and official number of the harvesting vessel, ownership of the vessel at the time of landing, and name and address of the purchasing dealer. Claimed landings that are not verified by comparison with state trip ticket or dealer records will not be recognized.

(FR 1/16/03)

20/03

COAST PILOT 5

30 Ed 2003

Change No. 18

Page 115—Paragraph 2491, line 1; read:

**§165.761 Security Zones; Port of Palm Beach, Port Everglades, Port of Miami, and Port of Key West, Flor-**

## COAST PILOT 5 (Continued)

ida.

(a) *Location.* The following areas are security zones:

(1) *Fixed and moving security zones around vessels in the Ports of Palm Beach, Port Everglades, Miami, and Key West, Florida.* Moving security zones are established 100 yards around all passenger vessels, vessels carrying cargoes of particular hazard, or vessels carrying liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, during transits entering or departing the Ports of Palm Beach, Port Everglades, Miami or Key West, Florida. These moving security zones are activated when the subject vessel passes: "LW" buoy, at approximate position 26°46.3'N., 080°00.6'W., when entering the Port of Palm Beach, passes "PE" buoy, at approximate position 26°05.5'N., 080°04.8'W., when entering Port Everglades; the "M" buoy, at approximate position 25°46.1'N., 080°05.0'W., when entering the Port of Miami; and "KW" buoy, at approximate position 24°27.7'N., 081°48.1'W., when entering the Port of Key West. Fixed security zones are established 100 yards around all passenger vessels, vessels carrying cargoes of particular hazard or liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, while they are docked in the Ports of Palm Beach, Port Everglades, Miami or Key West, Florida.

(2) *Fixed security zone in the Port of Miami, Florida.* A fixed security zone encompasses all waters between Watson Park and Star Island on the MacArthur Causeway south to the Port of Miami. The western boundary is formed by an imaginary line from points

25°46.79'N., 080°10.90'W., to

25°46.77'N., 080°10.92'W. to

25°46.88'N., 080°10.84'W., and ending on Watson Park at 25°47.00'N., 080°10.67'W. The eastern boundary is formed by an imaginary line from the traffic light located at Bridge road, in approximate position 25°46.33'N., 080°09.12'W., which leads to Star Island, and MacArthur Causeway directly extending across the Main Channel to the Port of Miami, at 25°46.26'N., 080°09.18'W. The fixed security zone is activated when two or more passenger vessels, vessels carrying cargoes of particular hazard, or vessels carrying liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, enter or moor within this zone.

(i) Vessels may be allowed to transit the Main channel when only one passenger vessel or vessel carrying cargoes of particular hazard are berthed, by staying on the north side of the law enforcement boats and cruise ship tenders which will mark a transit lane in channel.

(ii) When passenger vessels are not berthed on the Main Channel, navigation will be unrestricted. Law enforcement vessels can be contracted on VHF Marine Band Radio, Channel 16 (156.8 MHz).

(3) *Fixed security zones in the Port Everglades.* A fixed security zone encompasses all waters west of an imaginary line starting at the northern most point 26°05.98'N., 080°07.15'W., near the west side of the 17<sup>th</sup> Street Causeway Bridge, to the southern most point 26°05.41'N., 80°06.96'W., on the northern tip of pier 22. An additional fixed security zone encompasses the Intracoastal Water-

way between a line connecting point 26°05.41'N., 080°06.97'W., on the northern tip of berth 22 and a point directly east across the Intracoastal Waterway to 26°05.41'N., 080°06.74'W.; and a line drawn from the corner of Port Everglades berth 29 at point 26°04.72'N., 080°06.92'W., easterly across the Intracoastal Waterway to John U. Lloyd Beach, State Recreational Area at point 26°04.72'N., 080°06.81'W.

(i) Vessels may be allowed to transit the Intracoastal Waterway when passenger vessels or vessels carrying cargoes of particular hazard are berthed, by staying east of the law enforcement vessels and cruise ship tenders, which will mark a transit lane in the Intracoastal Waterway.

(ii) Periodically, vessels may be required to temporarily hold their position while large commercial traffic operates in this area. Vessels in this security zone must follow the orders of the COTP or his designated representative, who may be embarked in law enforcement or other vessels on scene. When passenger vessels are not berthed on the Intracoastal Waterway, navigation will be unrestricted. Law enforcement vessels can be contacted on VHF Marine Band Radio, Channel 16 (156.8 MHz).

(b) *Regulations.* (1) Prior to commencing the movement, the person directing the movement of a passenger vessel, a vessel carrying cargoes of particular hazard or a vessel carrying liquefied hazardous gas (LHG) as defined in Title 33, Code of Federal Regulations parts 120, 126 and 127 respectively, is encouraged to make a security broadcast on VHF Marine Band Radio, Channel 13 (156.65 MHz) to advise mariners of the moving security zone activation and intended transit.

(2) In accordance with the general regulations §165.33 of this part, entry into these zones is prohibited except as authorized by the Captain of the Port Miami or his designated representative. Other vessels such as pilot boats, cruise ship tenders, tug boats and contracted security vessels may assist the Coast Guard Captain of the Port under the direction of his designated representative by monitoring these zones strictly to advise mariners of the restrictions. The Captain of the Port will notify the public via Marine Safety Radio Broadcast on VHF Marine Band Radio, Channel 16 (156.8 MHz) when the security zones are being enforced.

(3) Persons desiring to enter or transit the area of the security zone may contact the Captain of the Port at (305) 535-8701 or on VHF Marine Band Radio, Channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(4) The Captain of the Port Miami may waive any the requirements of this subpart for any vessel upon finding that the vessel or class of vessel, operational conditions, or other circumstances are such that application of this subpart is unnecessary or impractical for the purpose of port security, safety or environmental safety.

(c) *Definition.* As used in this section, cruise ship means a passenger vessel greater than 100 feet in length and over 100 gross tons that is authorized to carry more than 12 passen-

**COAST PILOT 5 (Continued)**

gers for hire making voyages lasting more than 24 hours, except for a ferry.

(d) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

**§165.802 Lower Mississippi River vicinity of Old ...**

(FR 01/23/03)

20/03

**COAST PILOT 5                      30 Ed 2003                      Change No. 19**

Page 141—Paragraph 3436, line 3; read:

Roosevelt Roads, P.R., and such agencies as he may designate.

**TITLE 40—PROTECTION OF ENVIRONMENT****Part 140—Marine Sanitation Device Standard****§140.1 Definitions.**

For the purpose of these standards the following definitions shall apply:

(a) *Sewage* means human body wastes and the wastes from toilets and other receptacles intended to receive or retain body wastes;

(b) *Discharge* includes, but is not limited to, any spilling, leaking, pumping, pouring, emitting, emptying, or dumping;

(c) *Marine sanitation device* includes any equipment for installation onboard a vessel and which is designed to receive, retain, treat, or discharge sewage and any process to treat such sewage;

(d) *Vessel* includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on waters of the United States;

(e) *New vessel* refers to any vessel on which construction was initiated on or after January 30, 1975;

(f) *Existing vessel* refers to any vessel on which construction was initiated before January 30, 1975;

(g) *Fecal coliform bacteria* are those organisms associated with the intestines of warm-blooded animals that are commonly used to indicate the presence of fecal material and the potential presence of organisms capable of causing human disease.

**§140.2 Scope of standard.**

The standard adopted herein applies only to vessels on which a marine sanitation device has been installed. The standard does not require the installation of a marine sanitation device on any vessel that is not so equipped. The standard applies to vessels owned and operated by the United States unless the Secretary of Defense finds that compliance would not be in the interest of national security.

**§140.3 Standard.**

(a)(1) In freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine san-

itation devices certified by the U.S. Coast Guard (see 33 CFR part 159, published in 40 FR 4622, January 30, 1975), installed on all vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage. This shall not be construed to prohibit the carriage of Coast Guard-certified flow-through treatment devices which have been secured so as to prevent such discharges.

(2) In all other waters, Coast Guard-certified marine sanitation devices installed on all vessels shall be designed and operated to either retain, dispose of, or discharge sewage. If the device has a discharge, subject to paragraph (d) of this section, the effluent shall not have a fecal coliform bacterial count of greater than 1,000 per 100 milliliters nor visible floating solids. Waters where a Coast Guard-certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and inter-connected waterways, fresh-water lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation.

(b) This standard shall become effective on January 30, 1977 for new vessels and on January 30, 1980 for existing vessels (or, in the case of vessels owned and operated by the Department of Defense, two years and five years, for new and existing vessels, respectively, after promulgation of implementing regulations by the Secretary of Defense under section 312(d) of the Act).

(c) Any vessel which is equipped as of the date of promulgation of this regulation with a Coast Guard-certified flow-through marine sanitation device meeting the requirements of paragraph (a)(2) of this section, shall not be required to comply with the provisions designed to prevent the overboard discharge of sewage, treated or untreated, in paragraph (a)(1) of this section, for the operable life of that device.

(d) After January 30, 1980, subject to paragraphs (e) and (f) of this section, marine sanitation devices on all vessels on waters that are not subject to a prohibition of the overboard discharge of sewage, treated or untreated, as specified in paragraph (a)(1) of this section, shall be designed and operated to either retain, dispose of, or discharge sewage, and shall be certified by the U.S. Coast Guard. If the device has a discharge, the effluent shall not have a fecal coliform bacterial count of greater than 200 per 100 milliliters, nor suspended solids greater than 150 mg/l.

(e) Any existing vessel on waters not subject to a prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and which is equipped with a certified device on or before January 30, 1978, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(f) Any new vessel on waters not subject to the prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and on which construction is initiated before January 31, 1980, which is equipped with a marine sanitation device before January 31, 1980, certified under paragraph (a)(2) of this section, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.



**COAST PILOT 5 (Continued)**

(g) The degrees of treatment described in paragraphs (a) and (d) of this section are “appropriate standards” for purposes of Coast Guard and Department of Defense certification pursuant to section 312(g)(2) of the Act.

**§140.4 Complete prohibition.**

(a) Prohibition pursuant to CWA section 312(f)(3): a State may completely prohibit the discharge from all vessels of any sewage, whether treated or not, into some or all of the waters within such State by making a written application to the Administrator, Environmental Protection Agency, and by receiving the Administrator’s affirmative determination pursuant to section 312(f)(3) of the Act. Upon receipt of an application under section 312(f)(3) of the Act, the Administrator will determine within 90 days whether adequate facilities for the safe and sanitary removal and treatment of sewage from all vessels using such waters are reasonably available. Applications made by States pursuant to section 312(f)(3) of the Act shall include:

- (1) A certification that the protection and enhancement of the waters described in the petition require greater environmental protection than the applicable Federal standard;
- (2) A map showing the location of commercial and recreational pump-out facilities;
- (3) A description of the location of pump-out facilities within waters designated for no discharge;
- (4) The general schedule of operating hours of the pump-out facilities;
- (5) The draught requirements on vessels that may be excluded because of insufficient water depth adjacent to the facility;
- (6) Information indicating that treatment of wastes from such pump-out facilities is in conformance with Federal law; and
- (7) Information on vessel population and vessel usage of the subject waters.

(b) Prohibition pursuant to CWA section 312(f)(4)(A): a State may make a written application to the Administrator, Environmental Protection Agency, under section 312(f)(4)(A) of the Act, for the issuance of a regulation completely prohibiting discharge from a vessel of any sewage, whether treated or not, into particular waters of the United States or specified portions thereof, which waters are located within the boundaries of such State. Such application shall specify with particularity the waters, or portions thereof, for which a complete prohibition is desired. The application shall include identification of water recreational areas, drinking water intakes, aquatic sanctuaries, identifiable fish-spawning and nursery areas, and areas of intensive boating activities. If, on the basis of the State’s application and any other information available to him, the Administrator is unable to make a finding that the waters listed in the application require a complete prohibition of any discharge in the waters or portions thereof covered by the application, he shall state the reasons why he cannot make such a finding, and shall deny the application. If the Administrator makes a finding that the waters listed in the application require a complete prohibition of any discharge in all or any part of the waters or portions thereof covered by the State’s application, he shall publish notice of such findings together with a

notice of proposed rule making, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator’s finding is that applicable water quality standards require a complete prohibition covering a more restricted or more expanded area than that applied for by the State, he shall state the reasons why his finding differs in scope from that requested in the State’s application.

(1) For the following waters the discharge from a vessel of any sewage (whether treated or not) is completely prohibited pursuant to CWA section 312(f)(4)(A):

(i) Boundary Waters Canoe Area, formerly designated as the Superior, Little Indian Sioux, and Caribou Roadless Areas, in the Superior National Forest, Minnesota, as described in 16 U.S.C. 577–577d1.

(ii) Waters of the State of Florida within the boundaries of the Florida Keys National Marine Sanctuary as delineated on a map of the Sanctuary at <http://www.fknms.nos.noaa.gov/>.

(c)(1) Prohibition pursuant to CWA section 312(f)(4)(B): A State may make written application to the Administrator of the Environmental Protection Agency under section 312(f)(4)(B) of the Act for the issuance of a regulation establishing a drinking water intake no discharge zone which completely prohibits discharge from a vessel of any sewage, whether treated or untreated, into that zone in particular waters, or portions thereof, within such State. Such application shall:

(i) Identify and describe exactly and in detail the location of the drinking water supply intake(s) and the community served by the intake(s), including average and maximum expected amounts of inflow;

(ii) Specify and describe exactly and in detail, the waters, or portions thereof, for which a complete prohibition is desired, and where appropriate, average, maximum and low flows in million gallons per day (MGD) or the metric equivalent;

(iii) Include a map, either a USGS topographic quadrant map or a NOAA nautical chart, as applicable, clearly marking by latitude and longitude the waters or portions thereof to be designated a drinking water intake zone; and

(iv) Include a statement of basis justifying the size of the requested drinking water intake zone, for example, identifying areas of intensive boating activities.

(2) If the Administrator finds that a complete prohibition is appropriate under this paragraph, he or she shall publish notice of such finding together with a notice of proposed rulemaking, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator’s finding is that a complete prohibition covering a more restricted or more expanded area than that applied for by the State is appropriate, he or she shall also include a statement of the reasons why the finding differs in scope from that requested in the State’s application.

(3) If the Administrator finds that a complete prohibition is inappropriate under this paragraph, he or she shall deny the application and state the reasons for such denial.

(4) For the following waters the discharge from a vessel of any sewage, whether treated or not, is completely prohibited pursuant to CWA section 312(f)(4)(B):

**COAST PILOT 5 (Continued)**

(i) Two portions of the Hudson River in New York State, the first is bounded by an east-west line through the most northern confluence of the Mohawk River which will be designated by the Troy-Waterford Bridge (126th Street Bridge) on the south and Lock 2 on the north, and the second of which is bounded on the north by the southern end of Houghtaling Island and on the south by a line between the Village of Roseton on the western shore and Low Point on the eastern shore in the vicinity of Chelsea, as described in Items 2 and 3 of 6 NYCRR Part 858.4.

(ii) [Reserved]

**§140.5 Analytical procedures.**

In determining the composition and quality of effluent discharge from marine sanitation devices, the procedures contained in 40 CFR part 136, "Guidelines Establishing Test Procedures for the Analysis of Pollutants," or subsequent revisions or amendments thereto, shall be employed.

(40 CFR 140)

20/03

**COAST PILOT 6**                      **32 Ed 2002**                      **Change No. 26**  
**LAST NM 18/03**

Page 189—Paragraph 547, lines 7 to 12; read:  
 the entrance channel. In September 2002, the entrance channel was shoal to bare. An overhead power cable with a reported ...

(CL 2072/02; BP 179440)

20/03

**COAST PILOT 7**                      **34 Ed 2002**                      **Change No. 12**  
**LAST NM 18/03**

Page 185—Paragraph 136, line 1; read:

In September 2002, the controlling depths were 14.4 feet

...

(BP 179219)

20/03

Page 284—Paragraph 32, lines 10 to 11; read:  
 the ends of the jetties. In September 2001-August 2002, the controlling depths were 7 feet in the NW half and 1 foot in the SE half; much deeper water ...

(BP 175601; BP 178745; BP 179645)

20/03

Page 285—Paragraph 33, lines 5 to 6; read:

buoys. In November 2002, the controlling depth was 5 feet in the dredged channel.

(BP 179645)

20/03

Page 303—Paragraph 38, line 8; read:

(46°16'33"N., 124°03'08"W.), 220 feet above the water, is shown ...

(11/03 CG13)

20/03

Page 303—Paragraph 41, line 4; read:

**North Head Light** (46°17'56"N., 124°04'41"W.), 194 feet above the ...

(11/03 CG3)

20/03

**COAST PILOT 7**

**34 Ed 2002**

**Change No. 13**

Page 181—Paragraph 57, lines 4 to 12; read:

non-commercial vessels, including corporate yachts, less than 130 feet in length returning from a foreign port or place, report directly to the Harbor Police Dock (32°42'30"N., 117°14'05"W.) on Shelter Island. When space is unavailable at the dock, vessels should utilize one of the three quarantine buoys located across from the dock until space is available. Commercial and non-commercial vessels greater than 130 feet in length returning from a foreign port or place, must report directly to the Broadway Pier (32°42'57"N., 117°10'36"W.) for inspection. Small commercial vessels and fishing boats are boarded at the Broadway Pier. At either location, only the master may leave the vessel to contact the U.S. Customs Service in order to request an inspector respond to Shelter Island or Broadway Pier. All persons aboard the clearing vessel are quarantined to the vessel until cleared by Customs. Additionally, no visitors are allowed aboard the vessel. Persons of foreign nationality should identify themselves to make arrangements to declare entry into the county with the Immigration and Naturalization Service. Officials usually board documented vessels at their berths. United States Customs can be reached at 619-557-5370 during normal business hours.

(CL 672/03; NOS 18773)

20/03

Page 183—Paragraph 85, lines 6 to 8; read:

channel in San Diego Bay to the basin in Glorietta Bay. In August 2002, the reported centerline controlling depth in the channel was 15 feet; thence in 1981, depths of 8 to 10 feet were reported in the basin ....

(10/03 CG11; BP 179278)

20/03

Page 191—Paragraph 278, line 8; read:

channel 16 (156.80 MHz).

Los Angeles Main Channel, Inner Harbor turning basin, West Basin, East Basin Channel, East Basin, and part of Cerritos Channel are currently undergoing extensive dredging through March 2005. Mariners are advised to exercise caution in the areas and to consult the Captain of the Port LA/LB for more detailed information.

(CL 674/03; 13/03 CG11)

20/03

**COAST PILOT 9**

**20 Ed 2002**

**Change No. 16**

**LAST NM 18/03**

Page 66—Paragraph 991, line 3; read:

set forth in Part 164 of this chapter.

**§165.1709 Security Zones: Liquefied Natural Gas Tanker Transits and Operations at Phillips Petroleum LNG Pier, Cook Inlet, AK.**

(a) *Location.* The following areas are established as security zones during the specified conditions:

(1) All navigable waters within a 1000-yard radius of the Liquefied Natural Gas (LNG) tankers during their inbound and outbound transits through Cook Inlet, Alaska between the Phillips Petroleum LNG Pier, 60°40'43"N. and 151°24'10"W., and the Homer Pilot Station at

**COAST PILOT 9 (Continued)**

59°34'52"N. and 151°25'44"W. On the inbound transit, this security zone remains in effect until the tanker is alongside the Phillips Petroleum LNG Pier, 60°40'43"N. and 151°24'10"W.

(2) All navigable waters within a 1000-yard radius of the Liquefied Natural Gas Tankers while they are moored at Phillips Petroleum LNG Pier, 60°40'43"N. and 151°24'10"W.

(b) *Special Regulations.* (1) For the purpose of this section, the general regulations contained in 33 CFR 165.33 apply to all but the following vessels in the areas described in paragraph (a):

(i) Vessels scheduled to moor and offload or load cargo at other Nikiski marine terminals that have provided the Coast Guard with an Advance Notice of Arrival.

(ii) Commercial fishing vessels, including drift net and set net vessels, fishing from the waters within the zone, if

(A) The owner of the vessel has previously requested approval from the Captain of the Port representative, Marine Safety Detachment Kenai, Alaska, to fish in the security zone and

(B) Has provided the Captain of the Port representative, Marine Safety Detachment Kenai, Alaska current information about the vessel, including:

(1) The name and/or the official number, if documented, or state number, if numbered by a state issuing authority;

(2) A brief description of the vessel, including

length, color, and type of vessel;

(3) The name, Social Security number, current address, and telephone number of the vessel's master, operator or person in charge; and

(4) Upon request, information on the vessel's crew.

(C) A vessel owner or operator is required to submit the information one time, but shall provide the Captain of the Port representative updated information when any part of it changes.

(D) The Captain of the Port must approve a vessel's request prior to being allowed into the security zone at the Phillips Petroleum LNG Pier.

(E) The vessel is operated in compliance with any specific orders issued to the vessel by the Captain of the Port or other regulations controlling the operation of vessels within the security zone that may be in effect.

(2) All persons and vessels shall comply with the instructions of the Captain of the Port representative or the designated on-scene patrol personnel. These personnel are comprised of commissioned, warrant, and petty officers of the Coast Guard. Upon being hailed by a U.S. Coast Guard vessel by siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed.

(3) The Marine Safety Detachment Kenai, Alaska will notify the maritime community of these security zones by publishing a Local Notice to Mariners and via a bimonthly marine Broadcast Notice to Mariners.

(FR 3/25/03; FR 7/1/02)

20/03

## WORLD PORT INDEX CORRECTIONS

PUB 150

17 Ed 2000

LAST NM 15/03

## EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS				OVERHEAD LIMITS	CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA
										TIDE	SWELL	ICE	OTHER									
30480	THISTED				<i>Remove from list.</i>																	20/03
		*																				
30560	SKIVE				<i>Remove from list.</i>																	20/03
		*																				
30610	HOLSTERBO STRUER				<i>Remove from list.</i>																	20/03
		*																				
30620	LEMVIG				<i>Remove from list.</i>																	20/03
		*																				
30766	STADERSAND				<i>Remove from list.</i>																	20/03
		*																				
30770	ALTONA				<i>Remove from list.</i>																	20/03
		*																				
30790	HARBURG				<i>Remove from list.</i>																	20/03
		*																				
30830	EINSWARDEN				<i>Remove from list.</i>																	20/03
		*																				
30880	FARGE				<i>Remove from list.</i>																	20/03
		*																				
30890	VEGESACK				<i>Remove from list.</i>																	20/03
		*																				
30920	HELGOLAND				<i>Remove from list.</i>																	20/03
		*																				
30930	NORDERNEY				<i>Remove from list.</i>																	20/03
		*																				
31160	HELLEVOETSLUIS				<i>Remove from list.</i>																	20/03
		*																				
31200	MIDDELBURG				<i>Remove from list.</i>																	20/03
		*																				
31270	GHENT	BE	5104N	00344E	192	BA120	L	LC	E	N	N	N	Y	Y	H	G	L	J	L	Y		20/03
	*																					
31300	BLANKENBERGE				<i>Remove from list.</i>																	20/03
		*																				
31350	MARGATE				<i>Remove from list.</i>																	20/03
		*																				
31375	ISLE OF GRAIN				<i>Remove from list.</i>																	20/03
		*																				

**PUB 150 (Continued)**

31380 QUEENSBOROUGH	<i>Remove from list.</i> *	20/03
31381 PORT VICTORIA	<i>Remove from list.</i> *	20/03
31410 TILBURY	<i>Remove from list.</i> *	20/03
31430 GREENHITHE	<i>Remove from list.</i> *	20/03
31440 PURFLEET	<i>Remove from list.</i> *	20/03
31450 WOOLWICH	<i>Remove from list.</i> *	20/03
31460 GREENWICH	<i>Remove from list.</i> *	20/03
31510 WIVENHOE	<i>Remove from list.</i> *	20/03
31540 PARKESTON	<i>Remove from list.</i> *	20/03
31560 FELIXSTOWE	<i>Remove from list.</i> *	20/03
31710 MIDDLESBROUGH	<i>Remove from list.</i> *	20/03
31730 STOCKTON	<i>Remove from list.</i> *	20/03
31770 SHIELDS HARBOR	<i>Remove from list.</i> *	20/03
31780 JARROW	<i>Remove from list.</i> *	20/03
31790 WALLSEND	<i>Remove from list.</i> *	20/03
31800 NEWCASTLE	<i>Remove from list.</i> *	20/03
31810 GATESHEAD	<i>Remove from list.</i> *	20/03
31850 NORTH SUNDERLAND	<i>Remove from list.</i> *	20/03

## PUB 150 (Continued)

31950	ST DAVID *	UK	5602N	00322W	192	35082	V	RN	G	Y	N	N	Y	P	H	N	Y	20/03
31980	ROSYTH *	UK	5601N	00326W	192	35083	S	RT	E	Y	N	N	Y	K	L	J	12	20/03
31990	CHARLESTOWN	Remove from list. *																20/03
32090	LARGO	Remove from list. *																20/03
32100	ELIE	Remove from list. *																20/03
32110	ST MONANCE	Remove from list. *																20/03
32120	PITTENWEEM	Remove from list. *																20/03
32130	ANSTRUTHER EASTER	Remove from list. *																20/03
32140	CRAIL	Remove from list. *																20/03
*59940	NING BO	CH	2953N	12133W	157	94208	S	RN	G	Y			Y	E	L	E	J 02 L Y	20/03

## ODD PAGE CORRECTIONS

INDEX NUMBER	1ST PORT OF ENTRY	U.S. REPRESENTATIVE	ETA MESSAGE	PILOTAGE		QUARANTINE	COMMUNICATIONS	LOAD/ OFFLOAD	MEDICAL FACILITIES	CRANES	LIFTS	SERVICES	SUPPLIES	
				COMPULSORY AVAILABLE LOCAL ASSIST ADVISABLE	TUGS SALVAGE TUGS ASSIST	PRATIQUE DERATT CERT OTHER	TELEPHONE TELEGRAPH RADIO RADIO TEL AIR RAIL	WHARVES ANCHOR MED MOOR BEACH MOOR ICE MOOR	GARBAGE DISPOSAL DEGAUSS DIRTY BALLAST	FIXED MOBILE FLOATING	100 TONS PLUS 50 - 100 TONS 25 - 49 TONS 0 - 24 TONS	LONGSHORE ELECT STEAM NAVIG EQUIP ELECT REPAIR	PROVISIONS WATER FUEL OIL DIESEL OIL DECK ENGINE	REPAIR DRYDOCK RAILWAY
*59940	Y	Y	Y		Y	Y Y	Y Y Y	Y Y	Y	Y Y	Y		Y Y Y Y	B S

20/03